File #: PH-24-012, **Version:** 1

TAMRMS#: B06

X.X

REQUEST FOR DECISION

Bylaw 24/2024 - Riverside Area Structure Plan Amendment - (1st, 2nd & 3rd Readings)
Bylaw 23/2024 - Riverside Redistricting - (1st, 2nd & 3rd Readings)
Presented by: Sajid Sifat, Planner, Planning & Development Department

RECOMMENDED MOTION(S)

The following motion will close the public hearing on both bylaws:

1. That the Public Hearing on Bylaw 23/2024 and Bylaw 24/2024 be closed.

The following motions give 1st, 2nd, and 3rd reading to the Riverside ASP Bylaw:

2. That Bylaw 24/2024, being amendment 5 to the Riverside ASP, be read a first time.
3. That Bylaw 24/2024 be read a second time.
4. That unanimous consent be given for consideration of third reading of Bylaw 24/2024.
5. That Bylaw 24/2024 be read a third time.

The following motions give 1st, 2nd, and 3rd reading to the LUB Bylaw:

6. That Bylaw 23/2024, being amendment 2 to the Land Use Bylaw, be read a first time.
7. That 23/2024 be read a second time.
8. That unanimous consent be given for consideration of third reading of Bylaw 23/2024.
9. That Bylaw 23/2024 be read a third time.

SUMMARY

There are two amendments this report discusses:

- Riverside Area Structure Plan Amendment and Land Use Bylaw amendment for 27 Genstar Annex, applicant led.
- Riverside Area Structure Plan Amendment for 10 and 20 Meadowview Lane, Administration led.

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

The Municipal Government Act, Planning Bylaws, Section 692(1) states:
Before giving second reading to

(c) a proposed bylaw to adopt an area structure plan,

(e) a proposed land use bylaw, or

a council must hold a public hearing with respect to the proposed bylaw in accordance with section 216.4 after giving notice of it in accordance with section 606.

BACKGROUND AND DISCUSSION

Select Engineering Consultants Ltd. on behalf of landowner L.A Ventures Inc. applied to amend the Riverside Area Structure Plan (ASP) and Land Use Bylaw (LUB) Schedule A for municipal address 27 Genstar Annex for a portion of River Lot 22. For the purposes of this report, the applicant led amendment is referred to as the 'subject site'.

The Administration-led Riverside ASP amendments are for 10 and 20 Meadowview Lane, referred to as 'adjacent site'. The Administration-led ASP amendment is to align future land uses and roadway connection between the subject site and the adjacent parcels. Administration is leading the amendment for the adjacent site because the landowners are non-participating, and the existing layout is not conducive for future development. The landowners are aware of amendments to their land as described in the public consultation section.

The boundary of the ASP amendment area includes both the subject site and the adjacent site. See Attachment 1, ASP Amendment Boundary.

Administration is also proposing some general ASP-wide housekeeping text and map amendments to update the Riverside ASP as the buildout of this ASP continues.

Municipal Development Plan (MDP)

The subject site is designated as 'neighbourhood' in the MDP which enables the proposed land uses such as residential uses, park, stormwater management facility, etc. The ASP and LUB amendments conform to the MDP.

The following is a brief review of applicable MDP policies:

7.1.1. Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging housing needs.

14.6.1. Encourage a range of low- and medium density housing forms in all Neighbourhoods throughout the city.

8.2.2. Require street networks to be designed with high interconnectivity and small block sizes for new development and major redevelopment plans so that they support connectivity, walkability, and transit use.

11.2.2. Ensure municipal parks or other public open space are located within 400 metres of residences.

11.2.14. Encourage parks to be located adjacent to higher-density residential development.

The proposed medium density site will facilitate the development of housing forms such as townhouse or apartment building to provide diversity of housing forms and socio-economic needs of the community. The proposed medium density site is located on the corner of a neighbourhood and a local roadway, and across the street from a school/park site which meets the intent of MDP policies pertaining to appropriate location of sites for medium density developments. The proposed park located between the medium and low-density site will provide access to outdoor open spaces for future residents. Proposed walkways provide pedestrian connections to the east and south of the subject site. An east-west through-roadway connection will provide secondary access into the subject site onto Meadowview Lane to the west.

Bylaw 24/2024 Area Structure Plan (ASP) Amendment

The Riverside ASP identifies that 27 Genstar Annex, 10 and 20 Meadowview Lane requires a servicing design brief, dedication of municipal reserve, and an ASP amendment to create developable parcels of land for medium density residential (Attachment 2). The ASP amendment proposes to update text and maps such as Figure 2, Future Land Use; Figure 3, Transportation; Figures 4, 5, and 6 for Servicing; and Figure 8, Municipal Reserve.

The following amendments are proposed by the applicant for the 4.07 ha subject site:

- Updated shape and size of the existing medium density residential site along Rankin Drive.
- Updated shape and size of the low-density residential site.
- Added a park site between the medium and low-density residential (Municipal Reserve).
- Added a stormwater management facility to the south of the site.
- Updated ASP maps to align with the updated Designated Flood Line Map Schedule G of the LUB, approved through Bylaw 1/2023.
- Revised environmental reserve dedication (unregistered) based on the new flood line map.
- Updated internal road network for the site.
- Added walkways to enable pedestrian connection to the residential development to the east and access to the stormwater management facility to the south.
- Updated the statistics table.

The following proposed housekeeping amendments are for the 4.2 ha adjacent site:

- Updated shape and size of the existing medium density residential site along Rankin Drive.
- Updated shape and size of the low-density residential site.
- Future ASP amendments for the adjacent site will need to provide 10% Municipal Reserve. Future parkland dedication requirements would be determined through future amendments.
- Added stormwater management facility to extend the one proposed on the subject site.
- Updated ASP maps to align with the updated Designated Flood Line Map Schedule G of the LUB, approved through Bylaw 1/2023.
- Revised environmental reserve dedication (unregistered) based on the new flood line map.
- Added an east-west roadway connecting the subject site to Meadowview Lane to enable secondary access.
- Updated the statistics table.

The above housekeeping amendments are conceptual to enable the adjacent site to develop. Future ASP amendments led by landowners of this site will need to demonstrate feasibility of development through updated servicing design brief, MR (parkland) dedication, etc. as outlined in the ASP.

Administration is also proposing some minor housekeeping text and map amendments to the ASP as follows:

- Changed Rankin Drive east of Riverside Drive from a Local roadway to a Neighbourhood Residential roadway.
- Changed Meadowview Lane from ‘future potential roadway’ to Neighbourhood Residential roadway north of Rankin Drive.

Density

The proposed amendments would result in an overall planned density of 33.32 dwellings per net residential hectare (du/nrha), which is in keeping with the existing planned density of 32.25. Hence, a referral to the Edmonton Metropolitan Regional Board (EMRB) was not required. There are no changes proposed to density on the adjacent site.

Land Use

Applicant Led

The updated land uses as outlined through proposed changes on the subject site meet minimum density requirements as per the Riverside ASP, and are serviceable with water, sanitary, stormwater management facility, and updated road network to enable development.

The approved shape and size of the medium density parcel did not allow sufficient lot depth for the site to be developed. The shape of the existing medium density parcel was updated to enable a site that could be developed with built forms such as townhouse or apartment building. The proposed district in the Land Use Bylaw discussed below will enable such developments. The size of the medium density site was enlarged from 0.24 ha to 1.24 ha. The medium density residential site is adjacent to park and a future school site, and is within walking distance of planned future transit routes.

The low-density site decreased from 3.08 ha in the approved ASP to 0.91 ha in the proposed ASP concept to enable a developable medium density site, park, and SWMF.

The unregistered environmental reserve dedication has been revised based on the updated 1:100-year flood mapping as per the Schedule G update to the LUB in 2023. An additional 0.33 ha of environmental reserve is identified, which will be dedicated through the subdivision process. An east-west trail is proposed through the environmental reserve to connect to the trail system in the Grey Nuns White Spruce Park.

A park site of 0.37 ha has been added to the subject site to meet the associated 10% municipal reserve requirement.

A 0.63 ha stormwater management facility has been added to support development on the subject site.

Housekeeping Amendment

The approved shape and size of the medium density parcel on the adjacent site did not allow sufficient lot depth for the site to be developed. The shape of the existing medium density parcel was updated to enable a site that could be developed with medium-density built form, such as townhouse or apartment building. There will be negligible impact on the overall density of the ASP due to this change.

An east-west roadway is shown to connect the subject site to Meadowview Lane and provide frontage for future developments on the adjacent site.

A conceptual stormwater management facility has been extended into the adjacent site. A design brief is required to inform the details of the stormwater management facility on the adjacent site through future ASP amendments. Sites with outstanding studies are identified in the ASP.

Road Network

The road network was updated to support the proposed land uses on the subject site and provides frontage and access to the adjacent site. The local road network includes a proposed north-south roadway and an east-west roadway. The east-west roadway is needed as secondary access as per the LUB (Section 4.41 - Second Public Access).

The driveway to the medium density site will be accessed through the proposed north-south local roadway. No access will be allowed directly onto Rankin Drive.

Bylaw 23/ 2024 Land Use Bylaw (LUB) Amendment

The applicant is also proposing to update the Land Use Bylaw districts to correspond to the proposed ASP amendment (Attachment 3). The subject site is currently districted Future Urban Development (FUD) in the Land Use Bylaw 18/2024, which is a place-holder district until the site is districted for planned urban development.

The following amendments to Schedule A of LUB include:

- 1.59 ha Future Urban Development (FUD) to Medium Density Residential (MDR).
- 1.2 ha Future Urban Development (FUD) to Small-Lot Residential District (SLR).
- 0.45 ha Future Urban Development (FUD) to Public Park (PRK)
- 0.96 ha Future Urban Development (FUD) to Public Park (PRK) for stormwater management facility and environmental reserve.

The proposed Medium Density Residential District (MDR) enables building forms such as townhouses and apartment buildings. The medium density site will be developed in accordance with the regulations of the LUB with respect to setbacks, height, landscaping requirements, etc. These regulations will be applied to the proposed built form at the time of Development Permit.

No Land Use Bylaw amendments are proposed by Administration for the adjacent site.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

The applicant held a virtual public meeting on October 12, 2022, as part of the public engagement process prior to submitting the ASP and LUB amendment application in November 2022. To inform the public about the public meeting, a notification was mailed to properties within a 100-metre radius of the subject property, which at that time was 8 parcels, and advertised in the St. Albert Gazette on September 28, 2022 and October 5, 2022. Nine members of the public attended the virtual meeting with questions about the designated flood line, that the SWMF is above the designated flood line, trail connections, and concern for the proposed road connection from Riverside neighbourhood onto Mission Avenue. In 2022 the subdivision to the west was under development by Genstar and no residents lived there. Since then, the subdivision has been building-out, and residents have moved in.

The ASP concept was updated from what was presented at the virtual public meeting in 2022, and with residents now living next the subject site, Administration recommended the applicant do further public engagement before the ASP and LUB proposed amendments are presented to Council.

On May 29, 2024, the applicant did a mail-out to properties within a 100-metre radius of the subject property, which included 18 properties to inform about the proposed ASP and LUB amendments with an updated land use concept. Residents were provided with a two-week comment period, in keeping with City referral timelines. Approximately 27 pieces of written correspondence were received by the applicant, some from residents within the 100-metre radius of the subject site, and comments from residents of the Riverside neighbourhood at large. The applicant has provided a summary of the comments categorized thematically and responses to the comments (Attachment 4). Comments were about proposed density, apartment-built form for the medium density site, amending the Riverside ASP, traffic congestion, parking, change to neighbourhood experience because of density, impact on property values, green space/ecological balance, servicing, and neighbourhood amenity, and impact on the historic grain elevators.

The applicant installed a notification sign on the site.

The updated ASP concept was circulated by Planning to internal departments, external agencies, and properties within a 100-metre radius of the subject property, which was 18 properties, on June

19, 2024. This application was posted on *Cultivate the Conversation* for public information and feedback. Five pieces of written correspondence were received through Council and the Chief Administrative Officer. A summary of these comments has been thematically categorized and responses to these comments has been provided (Attachment 5). The landowners of the adjacent two sites were also consulted through letters in the mail and a combination of phone calls, virtual, and in-person meetings.

The public hearing is scheduled for December 17, 2024. A public hearing notice has been posted on the City website, and full page Citylights advertisements appeared on both November 28, 2024, and December 5, 2024. A press release was also issued for this public hearing.

IMPACTS OF RECOMMENDATION(S)

The recommended approval of this application will update the land uses and road network in the Riverside ASP and the Land Use Bylaw, Schedule A on the subject site enabling it to be developed.

Financial:

None at this time.

Compliance & Legal:

First reading for both Bylaw 24/2024 and Bylaw 23/2024 must be completed in order to get the bylaws “on the table” for Council’s consideration. Providing first reading of a bylaw does not indicate agreement with the bylaw, but rather is the process by which the applicant’s bylaws may be put forward in accordance with procedural fairness principles.

The public hearing and first, second, and third readings of Bylaw 23/2024 and Bylaw 24/2024 are scheduled for the same day. The Municipal Government Act provides that a proposed bylaw must not have more than two readings at a council meeting unless the council members present unanimously agree to consider third reading at the same meeting.

If unanimous consent for third reading of Bylaw 23/2024 or Bylaw 24/2024 is not granted on December 17, 2024, after first and second reading, third reading of Bylaw 24/2024 and/or Bylaw 23/2024 will occur at the next regular Council meeting on January 7, 2025. During that time between December 17, 2024 and January 7, 2025, Council members will be unable to accept further written or verbal submissions germane to this matter, and will not be able to ask for new, substantive information on the subject matter prior to third reading (MGA, s. 187; Procedure Bylaw, Schedule E, s. 19).

Program or Service:

None at this time.

Organizational:

None at this time.

Risks

None at this time.

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

Strategic Priority One, Economic Prosperity:

Support an investment positive environment that encourages economic growth and the development of new and existing sectors.

ALIGNMENT TO SERVICE DELIVERY

Current Planning Application Processing: Processing and coordination of the approval of Statutory plans and amendments, subdivisions and condominium applications.

IMPACTS OF ALTERNATIVES CONSIDERED

If Council does not wish to support the recommendation, the following alternatives could be considered:

Alternative 1: Defeat second or third reading of Bylaw 23/2024 and Bylaw 24/2024 after closure of the Public Hearing. An implication of defeating Bylaw 23/2024 would be that the applicant cannot re-apply within six months.

Financial:
None at this time.

Compliance & Legal:
None at this time.

Program or Service:
None at this time.

Organizational:
None at this time.

Risks
None at this time.

Report Date: December 17, 2024
Author(s): Sajid Sifat
Department: Planning & Development Department
Department Director: Kristina Peter
Managing Director: Adryan Slaght
Chief Administrative Officer: Bill Fletcher

CITY OF ST. ALBERT

BYLAW 23/2024

LAND USE BYLAW AMENDMENT

Being Amendment 2 to the
Land Use Bylaw 18/2024

The Council of the City of St. Albert ENACTS AS FOLLOWS:

1. Bylaw 18/2024, Land Use Bylaw is hereby amended by this Bylaw.

2. The lands legally described as Plan STALBERT, Lot 22 (municipally described as 27 Genstar Annex) are redistricted as shown on the map attached as Schedule “A” to this bylaw, and the Land Use District Map being Schedule “A” to Bylaw 18/2024 is amended accordingly.

3. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 18/2024 that incorporates the amendments made by this amending bylaw and otherwise conforms with the requirements of section 69 of the *Municipal Government Act.*

EFFECTIVE DATE

4. This bylaw comes into effect when it is passed.

READ a First time this ___ day of _____ 20___.

READ a Second time this ___ day of _____ 20___.

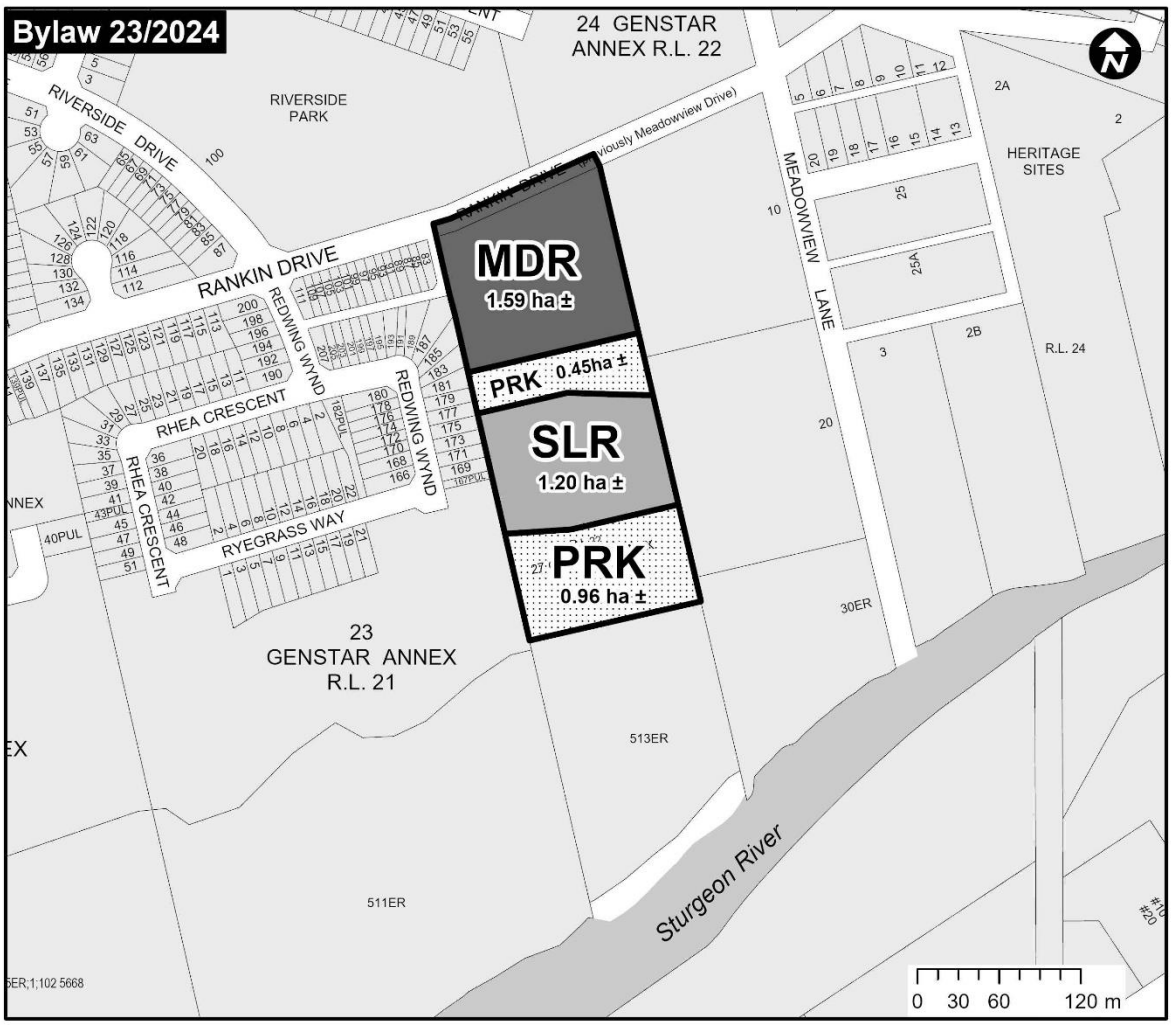
READ a Third time this ___ day of _____ 20___.

SIGNED AND PASSED this ____ day of _____ 20___.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule “A”



LAND USE BYLAW AMENDMENT

Riverside Redistricting

From FUD (Future Urban Development) to PRK (Public Park)

From FUD (Future Urban Development) to SLR (Small Lot Residential)

From FUD (Future Urban Development) to MDR (Medium Density Residential)

Document Path: G:\MAPS-City\Riverside\Riverside 2022 Redistricting and ASP Amend\Riverside_2022RedistrictingAmendment_MAPS.aprx

Figure 2

CITY OF ST. ALBERT

BYLAW 24/2024

RIVERSIDE AREA STRUCTURE PLAN AMENDMENT

Being Amendment 5 to the Riverside Area Structure Plan Bylaw 1/2012

The Council of the City of St. Albert, duly assembled, hereby ENACTS AS FOLLOWS:

1. Bylaw 1/2012, being the Riverside Area Structure Plan, is hereby amended by replacing Schedule “A”, Riverside Area Structure Plan, with Schedule “A” attached hereto.

2. The Chief Administrative Officer is authorized to consolidate Bylaw 1/2012.

EFFECTIVE DATE

3. This bylaw comes into effect when it is passed.

READ a First time this ___ day of _____ 20___.

READ a Second time this ___ day of _____ 20___.

READ a Third time this ___ day of _____ 20___.

SIGNED AND PASSED this ____ day of _____ 20___.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule “A”
Is the Riverside ASP document

Schedule A

Riverside Area Structure Plan

Bylaw 1/2012

Consolidated by Bylaw ~~46/2021~~24/2024

(Approved DecemberNovember 17x, 2024)

Riverside Area Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Original – Timberlea Area Structure Plan	26/2005	October 18, 2005	October 18, 2005	November 21, 2005
Repealed	26/2005	January 23, 2012	January 23, 2012	January 23, 2012
Timberlea Area Structure Plan	1/2012	January 23, 2012	January 23, 2012	January 23, 2012
1 – Riverside Area Structure Plan	2/2012	January 23, 2012	January 23, 2012	January 30, 2012
2	4/2016	March 7, 2016	March 7, 2016	March 21, 2016
3	02/2020	February 3, 2020	March 2, 2020	March 2, 2020
4	46/2021	September 13, 2021	December 20, 2021~~TBD~~	December 20, 2021~~TBD~~
5	24/2024	December 17, 2024	December 17, 2024	December 17, 2024

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1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for the Riverside neighbourhood to implement the *Municipal Development Plan (MDP)*, which designates this sector of the city as neighbourhood, mixed-use node, and major open space.

(2) The plan works in concert with the *Red Willow Park Master Plan* and the Grey Nuns White Spruce Park (GNWSP) Management Plan, and the implementing policies to provide for appropriate pedestrian access, preservation of natural areas, and land management adjacent to the Sturgeon River and to the GNWSP.

(3) Servicing standards, population analysis, and other details supporting this Area Structure Plan (ASP) are referenced in the *Timberlea Area Structure Plan Technical Report* (Technical Report), dated May 2005, the Riverside Technical Report dated June 2019 and May 1, 2024, which was prepared by Select Engineering Consultants Ltd. These documents were used to prepare this Bylaw.

1.2 Authority of the Plan

This Riverside ASP Bylaw 1/2012 was renamed by Bylaw 2/2012. It was originally known as the Timberlea ASP. The *Timberlea ASP Bylaw 26/2005* was repealed and replaced by Bylaw 1/2012, which was passed by Council in accordance with the *Municipal Government Act (MGA)*.

The MGA identifies an ASP for the purpose of providing a framework for subsequent subdivision and development of the area. The ASP is to describe sequence of development, land use purposes, population density, and general location of transportation, public utilities, and other matters Council considers necessary. The approval of the Riverside Area Structure Plan does not guarantee development rights. At the time of subdivision, detailed engineering drawings and plans of subdivision will be reviewed, and the City will then determine if development can proceed. In order to encourage development

within the City of St. Albert, Council, by approving this Area Structure Plan, acknowledges the following limitations:

- That final approval of any servicing agreements remains subject to a review of plans of subdivision and detailed engineering drawings as per the City Engineering Standards, Utility Master Plan (UMP), Transportation Master Plan (TMP), Transportation System Bylaw (TSB), Municipal Development Plan (MDP), Land Use Bylaw (LUB), and any other documents, Municipal or otherwise, the City determines relevant to the development. The approval of this ASP does not mean approval of any servicing agreement, future districting, subdivision, development agreement, development permit, or building permit.
- That the City reserves the right to apply any additional infrastructure servicing specification to the lands covered by this ASP in order to provide quality services to the citizens.
- That all development expenses and other costs, of every nature and kind, are expended at the developer's sole risk, and that any additional expenses incurred by the development as a result of any modification resulting from the aforesaid Engineering Standards are at the developer's expense.
- The City is not responsible financially or otherwise, to provide infrastructure to support development of this ASP.

1.3 Timeframe of the Plan

The Area Structure Plan is future-oriented and depicts how Riverside is expected to be developed by 2030 and through a series of public and private sector initiatives. The completion of the Riverside neighbourhood is dependent on servicing capacities and market demand. While the plan envisions a desired future, changes to the plan may be required to respond to new circumstances. Thus, to ensure that it remains current and relevant, the plan may be reviewed and updated either generally or in regard to a specific issue as determined necessary by Council, or when the *Municipal Development Plan* (MDP) is updated.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Due to the scale of the ASP maps, the boundaries or locations of any symbols or areas shown on a map within the ASP are approximate and not absolute, and are to be verified at the time of subdivision. With the exception of surveyed delineations, boundaries and symbols on the maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing road or utility rights-of-way. Minor deviations on the boundaries between land uses may be allowed, at the discretion of Planning and Development Department Administration, as long as the general location of land uses does not change or create potential impacts to surrounding land uses (existing or proposed), and the overall statistics for the neighbourhood are still achieved. While proposed roads and walkways are shown in order to illustrate possible alignments, the local road alignments and walkway locations are subject to verification and possible realignment at the time of subdivision.

1.4.2 Application of the Plan

The *Riverside ASP* shall apply to the area shown on Figure 1. The area is located in the northwest quadrant of St. Albert and is bounded by:

- Canadian National (CN) Sangudo subdivision railroad to the north and northeast;
- Sturgeon River to the south; and
- Ray Gibbon Drive to the west and southwest.

The ASP area encompasses a gross area of 284.4 hectares± and a net developable area of 2187.67 hectares±. Approximately 475 hectares of land in Riverside has been dedicated and registered as Environmental Reserve; in addition, approximately 140 hectares has been dedicated and registered as Municipal Reserve.

1.5 Objectives

The objectives of this ASP are to:

- create a land use plan that maximizes the amenity value of a location near the Sturgeon River;
- integrate the land use and circulation pattern with Ray Gibbon Drive;
- offer a wide range of housing options reflecting present and future market and demographic conditions in St. Albert;
- create a satisfactory interface with Red Willow Park, Grey Nuns White Spruce Park, and Heritage Park;
- provide a framework for an innovative neighbourhood development that will anticipate future demographic, market, and economic factors;
- incorporate the natural areas as a place for nature-lovers and future generations;
- develop a strong pedestrian orientation and linked network of walkways, trails, and public green spaces; and
- establish a neighbourhood activity centre that will provide a safe, accessible, focal point of commercial and higher density nodes in the heart of the neighbourhood.

1.6 Property Ownership Patterns

In the past, lands within the boundary of Riverside were described using the early River Lot settlement pattern, where the narrow river lots extended, which were officially surveyed in 1883, perpendicular to the Sturgeon River, (see Figure 14, Former Historic River Lots). In October 2015, the River Lots in the central and west portion of the Plan Area were consolidated and subdivided; thus, changing the river lots to parcels with plan, block, and lot numbers.

~~In 2019, the~~The lands within the Plan Area ~~had~~ have four~~five~~ (~~4~~5) ~~different~~ landowners. The Plan Area also includes the road allowances for Meadowview Drive, Hogan Road, and the roadway known locally as Meadowview Lane. Some portions of these roadways will be closed, and the land integrated into the overall fabric of the neighbourhood. Other portions will be retained for uses

such as roads that are renamed, open space, and walkways, as described later in this document. Figure 7 provides the legal descriptions of the parcels of land within the Plan Area.

1.7 Planning Context

The ASP has been prepared within the context of the statutory planning system in St. Albert, as well as other non-statutory master planning and servicing initiatives, which provides guidance for the future land use and development options of Riverside.

1.7.1 *Edmonton Metropolitan Region Growth Plan*

St. Albert is one of 13-member municipalities that must conform to the Growth Plan of the Edmonton Metropolitan Region~~al~~ Board (EMRB). St. Albert is part of the Metropolitan area, encompassing the highest concentration of existing and future urban development. St. Albert statutory plans must align with policies within the Growth Plan, including but not limited to, greenfield densities of a minimum of 40 dwelling units per net residential hectare (du/nrha).

The Riverside ASP proposes an unchanged net residential density of 3~~2~~2 dwelling units per net hectare. Since the Riverside ASP predates 2017, the density requirement of 40 dwelling units per net hectare does not apply. The Riverside ASP, however, does meet the minimum density of 30 dwelling units per net hectare, which was the required density by the Capital Region Board at the time the existing ASP was approved. This application was not required to be referred to the EMRB since it met all the requirements of the EMRB Growth Plan.

1.7.2 *Municipal Development Plan*

The City of St. Albert MDP entitled Flourish – Growing to 100K, Bylaw 20/2020, as amended, Urban Structure and General Land Use, Map 3, designates the Plan Area as neighbourhoods. A corridor of land along the north shore of the Sturgeon River and the Grey Nuns White Spruce Park is designated as major open spaces on Map 3.

1.7.3 Existing Area Structure Plan

The original Timberlea Area Structure Plan Bylaw 26/2005 was adopted on November 21, 2005 and repealed and replaced by Bylaw 1/2012 adopted January 23, 2012. It was later amended to be known as the Riverside ASP by Bylaw 2/2012. Bylaw 4/2016 amended the Riverside ASP to adjust the west boundary, land uses, and statistics. Bylaw 2/2020 amended the Riverside ASP to improve the road network, adding a second school site, relocating medium/high density land uses, and adding a commercial site north of McKenney Avenue. Bylaw 46/2021 amended the Riverside ASP to reduce the area of SWMF#4 (stormwater management facility), add low density residential lots, and adjust the local road network. Bylaw 24/2024 amended the Riverside ASP to update land uses, roadway network, and servicing for River ~~I~~Lot 22 (27 Genstar Annex).

1.7.4 *Land Use Bylaw*

The City's *Land Use Bylaw*~~, Bylaw 9/2005~~18/2024~~, as amended,~~ controls development of the lands within the neighbourhood. The Future Urban ~~Reserve~~ Development District is a holding district for orderly transformation to future urban expansion or intensification development. Changes to the land use district will be required through an amendment to the Land Use Bylaw (redistricting), ahead of subdivision and development.

The ASP Figure 2, Future Land Use, demonstrates the base land uses and descriptions within this document describe the expected uses and densities. Land uses anticipated are - neighbourhood commercial; public and private service such as schools; low density residential; medium and high density residential with opportunity for supportive housing; public parks; trails and walkways; and stormwater management facilities (as public utility lots).

The lands districted Direct Control (DC) include: the lands located east of Meadowview Lane, lands owned by the Oblates, and the Heritage Park site consisting of the Métis Farm and the future French-Canadian Farm. Lands districted Public, ~~and~~ Private, and Institutional Service (PSI) include: The Grain Elevator Park and Train Station as well as the future Interpretive Centre for the Heritage Park. Lower portions of the Heritage Park, on River Lots 23 and 24, are natural areas that will have

trails as part of the future development of the Heritage Park. The Meadowview Ball Diamonds are adjacent to the Heritage Park with a land use district of Public Park (PRK). Portions of River Lots 19, 20, 21, and 22 have been districted for residential uses.

All privately owned lands located below the Designated Flood Line were designated as Environmental Reserve or Municipal Reserve in 2010 and 2023 ~~with the exception of Plan 822 2288, Lot A (20 Meadowview Drive) and a portion of River Lot 22 (27 Genstar Annex)~~. The designated land includes 9.25 hectares± of the White Spruce Forest, which is within the Grey Nuns White Spruce Park. Environmental Reserve will need to be dedicated on ~~River Lot 22 (27 Genstar Annex) and~~ Plan 822 2288, Lot A (20 Meadowview Lane~~Drive~~). Municipal Reserve is owed on ~~River Lot 22 (27 Genstar Annex and~~ St. Albert OT, Lot 22 (10 Meadowview Lane); and Plan 822 2288, Lot A (20 Meadowview Lane).

1.7.5 *Transportation Master Plan (TMP)*

The Transportation Master Plan (2015) prepared by Associated Engineering for the City of St. Albert applies to these lands. The TMP shows road patterns at various population horizons. The Riverside neighbourhood ~~arterial~~ crosstown roadway is McKenney Avenue, which connects to Ray Gibbon Drive on the west and eastward to St. Albert Trail.

One of the strategies identified in the TMP is “Complete Streets”. The City of St. Albert approved the Complete Streets Guidelines and Implementation Strategy in August 2018. The Complete Streets Guidelines provides vision, principles, and objectives to support St. Albert’s priority of creating a community designed to promote safety and connectivity through a transportation network that accommodates all types of development. Any proposed subdivision applications within this ASP should be in conformance with the TMP and the Complete Streets Guidelines and Implementation Strategy.

1.7.6 ~~*Utility*~~ *Utilities Master Plan (UMP)*

The ~~Utility~~ Utilities Master Plan (~~2014~~2020) for the City of St. Albert is a general framework for providing utility services to future developments

(water, wastewater, and stormwater management). The timeframe for extending services is based on the pace of development and the ability of front ending parties to design and construct necessary infrastructure components.

The current stormwater management release rate is 2.5 litres per second per hectare (L/s/ha) for the Sturgeon River. Should release rates be altered, additional studies showing the impact on downstream stormwater facilities must be completed.

1.7.7 Red Willow Park West Master Plan Update (2018)

The Red Willow Park West (RWPW) Master Plan Update (2018) provides a long-term vision and comprehensive plan for the development and management of Red Willow Park West. The overarching objective of the 2018 update was to create a clear vision for future park development through an innovative, user friendly and achievable RWPW Master Plan.

The guiding principles provide clear direction for maintaining ecological integrity RWPW while providing opportunities for low impact outdoor recreation. The guiding principles are as follows:

Ecological Integrity - managed to conserve environmental biodiversity and ecological integrity.

Ecosystem Management - management will recognize that is part of a larger ecosystem/watershed.

Integration - future land decisions will strive to integrate conservation, outdoor recreation, tourism, and heritage appreciation.

Shared Stewardship - through partnerships private sector, landowners, other governments, not -for -profits groups, and individual citizens.

The plan also defines the development of the Grey Nuns White Spruce Park which is designed to protect and manage the forest as a Municipal Historic Resource, while allowing appropriate public access for enjoyment and education.

Where urban development is in proximity to the tree stands, careful consideration will be given to relative elevations and surface drainage to ensure that the tree stands are not negatively affected. Design approaches may include the creation of naturalized buffers between the tree stands and adjacent roads or residential lots.

Pedestrian access to Red Willow Park will be controlled, with no individual access points from adjacent residential areas; meaning no gates will be allowed onto the GNWSP and Red Willow Park from individual properties. A future access point is conceptually located to the west of the existing Hogan Road right-of-way, which may provide for future parking opportunities, bus turn-around, and entrance area for persons wishing to use the trail system.

1.7.8 *Grey Nuns White Spruce Park Recommended Management Plan (May 2014)*

The Grey Nuns White Spruce Park (GNWSP) is a larger area that contains the White Spruce Forest that is designated as a municipal historic resource through Bylaw 31/2011, because of its ecological and historical significance. The Management Plan provides recommendations to preserve and maintain the forest and the larger area of the GNWSP for the enjoyment of its residents for generations to come. The GNWSP is located within the boundaries of the Red Willow Park West Master Plan Updated (2018).

1.7.9 *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood*

The *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood (2007)* document provides best management practices to be used during construction activities within the Riverside area to avoid or mitigate potential impacts on natural areas. This plan requires an Environmental Construction Operations (ECO) Plan be submitted to the City prior to the approval of a Development Agreement or Development Permit.

1.7.10 St. Albert Heritage Site Functional Plan

The *St. Albert Heritage Site Functional Plan (January 2010)* provides the long-term vision and plan for restoration of the Heritage Site located on the eastern edge of the Riverside ASP area. The Historical concept plan is shown on Figure 13A. Changes to the St. Albert Heritage Site Functional Plan do not require an ASP amendment.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

The area has level to gently sloping terrain, sloping south towards the Sturgeon River. The land falls gradually from an elevation of 665 metres above sea level at the northwest corner to 650 metres at the Sturgeon River. Natural site drainage is generally to the south to the Sturgeon River.

2.1.2 Sturgeon River Designated Flood Line

The southern fringe of the ASP area lies below the Designated Flood Line of the Sturgeon River. No development is allowed below the Designated Flood Line. All development in the Riverside ASP must conform to ~~Schedule G of~~ the Land Use Bylaw as amended; ~~(~~the Designated Flood Line ~~Map and General~~ Regulations and Schedule A~~)~~. Previously two fill sites were permitted (permit numbers DP-2006-00463 and DP-2006-000462), but no further fill sites will be permitted in the Riverside neighbourhood. These sites are shown in Figure 12, Natural Areas.

2.1.3 Geotechnical Conditions

Geotechnical investigations within the Plan Area are documented in the report *Red Willow Subdivision – Geotechnical Investigation,* March, 2001 and in a report *Timberlea Subdivision Development*, June 2006, both prepared by UMA for Genstar Development Company Ltd. The reports provide a summary of the general soil and groundwater conditions and an assessment of conditions for site development, site grading, residential construction, the construction of roadways, the installation of sewer and water systems, and the construction of stormwater management facilities. Nine test holes were drilled to augment information from nine test holes drilled previously in 1993. An additional 16 test holes were drilled in 2006.

Generally, the soil profile consists of topsoil and surficial organic and clay fill overlying glaciolacustrine clay. The report presents guidelines and

standards for the construction of all components of urban development. The water table depths were between 1.2 metres to greater than 5 metres below ground surface.

Geotechnical investigations for River Lot 22 (27 Genstar Annex) are documented in the *Geotechnical Investigation Proposed LA Ventures Riverside Subdivision Part of River Lot 22 Meadowview Drive West of Meadowview Lane St. Albert Alberta*, October 2022. Four test holes were drilled. The water table depths were between 0.2 metres above the ground surface to 2.5 metres below ground surface.

Areas of high groundwater levels in the Plan Area may require further investigation at the time of subdivision, Development Permit, and building construction stage to identify mitigation measures addressing hydro-geological concerns. If an acceptable strategy cannot be obtained, then the land may be deemed unsuitable for development.

Geotechnical studies were not conducted on ~~River Lot 22 (27 Genstar Annex and~~ 10 Meadowview Lane~~)~~ and ~~Plan 822 2288, Lot A (~~20 Meadowview Lane~~)~~, and should be completed prior to development of these lands.

2.1.4 Vegetation Resources

Much of the land within the Plan Area has been extensively cultivated for many years. A number of natural and man-made planted tree stands and two low areas with intermittent water are distributed throughout the Plan Area. In addition, a zone of riparian vegetation extends continuously along the north shore of the Sturgeon River.

Based on the *St. Albert Natural Areas Review and Inventory, 1999* prepared by Spencer Environmental Management Services Ltd. eight natural areas were identified. A detailed description of the eight natural areas, along with direction as to their integration into the neighbourhood, is provided in the Technical Report 2005. Four major natural areas within the ASP area, comprising more than 38.5 hectares± are being proposed for partial or full retention and integration and will be registered as Environmental or Municipal Reserves.

The proposed stormwater management facilities provide opportunities for the creation of additional wetlands and wildlife habitat to enhance the natural resources of the Plan Area.

2.1.5 Natural Areas Assessment

A report entitled *Natural Areas Assessment for the Timberlea Area Structure Plan* was prepared by Westworth Associates Environmental Ltd. in May 2004. The Natural Areas Assessment (NAA) addressed natural areas A through F, as shown on Figure 12, Natural Areas of this ASP, focusing on sustainability of these areas that are proposed for preservation. Areas A through H are described generally as follows:

Area A: The riparian fringe along the north shore of the Sturgeon River comprised of riparian sedge, willow, and balsam poplar. Much of this area is located below the Designated Flood Line of the Sturgeon River. Most of the lands have been registered as Environmental Reserve and include a 20-metre buffer along the northern edge of the Sturgeon River riparian fringe.

Area B: This is a prominent white spruce forest, 9.25 hectares± (22.86 acres±) in size. This parcel was officially designated as Municipal Reserve and named as the "Grey Nuns White Spruce Forest" in 2011. This Municipal Reserve includes a 50-metre vegetated buffer around the white spruce stand, as recommended by the Natural Areas Assessment.

Area C: This is a balsam poplar forest with a successional understory of white spruce located above the riparian fringe of the Sturgeon River and partly below the Designated Flood Line. It is 3.27 hectares± (8.08 acres±) in size, and is designated for retention to define the interface between the residential area and Red Willow Park. This area is registered as Environmental Reserve and includes a 20-metre vegetated buffer along the northern edge of the mixed wood stand, as recommended by the Natural Areas Assessment.

Area D: This 1.19 hectares± (2.94 acres±) stand of mature and young balsam poplar, aspen poplar, and white spruce is designated for integration as a natural feature. Portions of the poplar

stand will be reduced in size to allow road access to residential lots. The remaining treed portion is located above the Designated Flood Line, and will be designated as Municipal Reserve.

Area E: Two stands of trembling aspen, balsam poplar, and spruce are located in the eastern portion of the Plan Area. They lie partly below and partly above the Designated Flood Line. Those portions below the Designated Flood Line are eligible for protection as Environmental Reserve. The areas above the Designated Flood Line are located on smaller, individual lots which may preclude preservation of the majority of the trees. The efficacy of incorporating these existing trees within future development will be determined at the time of subdivision.

Area F: This is an extensively modified area of low lying land, drainage channels and fringe woodland of willow and red osier dogwood occurring in the central portion of the Plan Area. The area has received stormwater from Mission Park and Lacombe Park for almost 30 years. In addition, a natural gas pipeline has been constructed through the area.

Portions of the low lying area will be retained in modified form for continued stormwater management. The resulting stormwater management facility in this area will be naturalized, acting as a man-made wetland. The stormwater management facility will be connected to Red Willow Park by a north-south vegetated open space corridor that will also extend north to Lacombe Lake Park.

The provincial government has reviewed this area, and has determined that it does not meet the criteria for a permanent water body, and therefore will not claim the area under Section 3 of the Public Lands Act. Mitigation requirements for removal of the wetland ~~will be determined by Alberta Environment and Parks at the time of subdivision of the area~~has been approved by the Regulatory Approvals Centre for the Province of Alberta.

Area G: This roadside shelterbelt has a limited size and attenuated shape, making integration of this natural area into the fabric of the neighbourhood particularly difficult. The existing shelterbelt provides for an avian connection between Natural Areas F and H. Because Area H is proposed to be removed as part of the development of Riverside, the habitat value of Area G is greatly diminished. Given the other Municipal Reserve needs in the area, this area will not be retained in favour of preserving other natural areas.

Area H: This low lying area is too limited in size to warrant consideration for retention and integration into the urban development pattern. If preserved, the sustainability of the natural area is questionable without significant buffers and other mitigation measures. Because this area is not as ecologically valuable as other areas planned to be preserved within the Plan Area, and given the limited Municipal Reserve resources for the area, Area H is proposed to be removed and developed.

The provincial government has reviewed this area, has determined that it does not meet the criteria for a permanent water body, and therefore will not claim the area under Section 3 of the Public Lands Act. Mitigation requirements for removal of the wetland will be determined by Alberta Environment and Parks at the time of subdivision of the area.

2.1.6 Natural Areas Assessment Recommendations

The Natural Areas Assessment (NAA) includes several recommendations that will improve the sustainability of the preserved natural areas. The following recommendations from the NAA have been incorporated into the neighbourhood design concept, as shown on Figure 2, the Future Land Use Map:

- Reclaim the portion of Hogan Road that divides the white spruce stand;
- Maintain a portion of Natural Area

- Maintain the natural drainage pattern and flow regime to the Sturgeon River (naturalization of existing north-south drainage ditch); and
- Design all stormwater ponds as wildlife habitat; and

In addition to the above mitigation measures, the NAA recommends that the City create a management plan for retained natural areas, particularly those within Red Willow Park, to reduce the indirect effects of urban development on natural areas. In response, the City has developed a management plan entitled *"Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood"* to guide development and construction practices in Riverside. The Grey Nuns White Spruce Park (GNWSP) Recommended Management Plan was prepared in May 2014 to provide guidance on preserving and maintaining the GNWSP.

2.1.7 Environmental Site Assessment

Phase 1 Environmental Site Assessments (ESA), based on the CSA Standard Z76894, Phase 1 Environmental Site Assessment (1994), was completed in December 1999 for all Genstar lands in Northwest St. Albert. In June 2014, Genstar updated the Phase 1 ESA within Riverside including the 12.96 hectares expansion area adjacent to Ray Gibbon Drive. An ESA was conducted in May 2006 for the portion of River Lot 21 and 22 within the Plan Area. An ESA was conducted in August 2022 for a portion of River Lot 22 within the Plan Area. There are no environmental concerns within the lands owned by Genstar and L.A. Ventures Inc., ~~and Reid Worldwide Corporation~~ within the Plan Area.

The Phase 1 Environmental Site Assessment is recommended for the balance of the lands not owned by Genstar and L.A Ventures Inc., prior to redistricting and/or subdivision approval.

There are three (3) wellheads within the Plan Area. Figure 9, Constraints, provides the location of wells, and licence numbers. These oil wells each require a reclamation certificate and a determination if a 5-metre radius setback is sufficient. Setback requirements are determined and regulated by Alberta Energy Regulator (AER). The wellheads should remain as privately held lands with appropriate physical access, according to all pertinent standards and legislation. The City will not assume ownership or liability for a wellhead.

2.1.8 Heritage Resources

A Historical Resources Inventory of Genstar lands in northwest St. Albert was completed by Aresco Ltd. in 1978. Of the five sites located within the Plan Area, three were recommended for further work "in the event of development impact" (Aresco, 1978, p. 20).

All three sites are located in the floodplain (Aresco, 1978, pp. 12 & 13) of the Sturgeon River and Big Lake. Therefore, these sites will not be subject to residential development proposed under this ASP.

Western Heritage submitted a Statement of Justification to Alberta Culture in April 2015, which included the 12.95 hectares expansion area in the west portion of the Plan Area. Historical Resources Act clearance was granted by Alberta Culture on May 15, 2015.

L.A. Venture received Historical Resources Act Approval for part of River Lot 22 on August 12, 2022.

2.2 Current Development Patterns

The Plan Area is bordered by residential urban development to the north and east. The Mission, Ville Giroux, and Lacombe Park neighbourhoods are located immediately north of the CN Sangudo Rail right-of-way. Riel Business Park occupies land immediately to the south of the Sturgeon River. Residential and roadway development has begun in this neighbourhood. Any development (construction or excavation) within proximity to high-pressure gas pipelines shall follow guidelines of the ~~National~~ Canada Energy Board.

On the east side of Meadowview Lane is a mixture of land uses, including the Public Works satellite yard (site of the future Heritage Park Interpretive Centre), the Meadowview Ball Diamonds; plus, two restored grain elevators (designated Provincial and Municipal Historical Resources), accessory buildings to the heritage site, and replica train station. The Chevigny House and Brosseau Granary will form the French Canadian Farm, which moved from River Lot 24 to River Lot 23 in 2016.

The Cunningham and Hogan residences, located on River Lot 24, will form the nucleus of the Métis Farm. The *St. Albert Heritage Site Functional Plan (January 2010)* addresses the heritage concept. The Heritage Park is part of

the Red Willow Park, as designated within the *Red Willow Park: West Master Plan Update*.

On the west side of Meadowview Lane are two small holdings that include the Missionary Oblates' property, and a private homestead.

A high-pressure gas line runs east-west through the southern portion of the Plan Area. A gas regulating station is located immediately east of the Grey Nuns White Spruce Park. Another gas line runs north from the station to Lacombe Park. These lines will run, in large part, through areas designated for open space, and may be used as trail links.

Three rural roads are located within the Plan Area. Hogan Road runs north-south, while ~~Meadowview~~ Rankin Drive formerly called Meadowview Drive, runs east-west, linking St. Albert with Sturgeon County to the west. Meadowview Lane runs north-south in the eastern portion of the Plan Area. The connection to Mission Avenue on the north side of the CN Rail was closed in 2016, but the ~~will be re-opened in this~~ ASP shows this connection will re-open~~amendment~~.

The CN right-of-way defines the northern limit of the ASP area. According to CN, four trains within a 24 hour period travelled the CN Sangudo Rail right-of-way in July 2013, with additional local railway traffic due to use of the tracks for switching and customer needs.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

The Future Land Use Map for Riverside is shown on Figure 2. This map consists of a series of areas and symbols that define expected future land use and roadway patterns for the subject lands.

3.2 Land Use Concept: Major Development Patterns

Two major factors affect the urban form of the future Riverside Neighbourhood: the major transportation routes, and the open space system. Ray Gibbon Drive defines the western boundary of the neighbourhood, and extension of McKenney Avenue through the neighbourhood separates it into northern and southern residential precincts. McKenney Avenue will be the primary arterial road for the neighbourhood, with collector roads looping off McKenney Avenue, which will separately serve the north and south residential areas. The Neighbourhood Activity Centre designated along both sides of McKenney Avenue in the central Plan Area will serve both precincts. The commercial and higher density land uses concentrated in this area will become a major destination for residents within the community and beyond. Other smaller sites for medium density residential housing forms are also identified within the Plan Area.

Riverside proposes to integrate urban development with the existing natural features to create a unique residential environment, in concert with the *Red Willow Park Master Plan.* The registered environmental and municipal reserve boundaries create a natural transition between the residential land uses proposed in Riverside and Red Willow Park. A north-south trail along the linear stormwater channel, and pedestrian walkways on McKenney Avenue will link Red Willow Park with Lacombe Lake Park to the north, providing an opportunity for pedestrian and bicycle links with the rest of St. Albert. More active neighbourhood parks are also designed into the Plan Area.

The existing heritage buildings will form the nucleus of a Heritage Park in the eastern portion of the Plan Area. A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to

Mission Avenue, with a proposed neighbourhood intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east.

3.3 Residential Land Use

3.3.1 Low Density Residential

Low density residential land use will comprise of 102.65~~5~~ hectares± of land within the Plan Area. Low density residential land use may include single-detached house, single-detached house with a secondary suite, semi-detached, duplex housing, and townhousing forms, or any combination thereof, provided the low density built forms conform to the Land Use Bylaw requirements. The maximum density for low density residential is 39 dwelling units per net hectare. The number of low density residential units anticipated is 2,462~~522~~ dwelling units. The total number of dwelling units proposed, approximately 613.~~8~~% of the dwelling units proposed, will be low density residential dwelling units.

As of 2018, the Land Use Bylaw and Complete Streets guidelines allows for limited number of public laneways to be incorporated into the low density residential districts. Laneways allow vehicular access and parking to the rear of lots. These lots front onto a public street, and such streetscape enables on-street parking and pedestrian connection without conflicting with driveways.

A portion of the land for ~~River Lot 22 (27 Genstar Annex) and~~ Plan 822 2288, Lot A (20 Meadowview Lane), and the Heritage Park are below the designated flood line. The Land Use Bylaw has regulations about development and the designated flood line.

Any residential development backing onto the CN Rail Line must consider noise impacts from the adjacent rail corridor.

3.3.2 Medium Density Residential

Medium density residential sites are located on, or within walking distance of, transit routes and adjacent to a collector roadway. In addition, the sites are located near parks and other amenities in accordance with community well-being policies identified in the *MDP*. Medium density land uses include the development of three or more attached units that may include housing types such as townhouses and apartment buildings with density range of 40 to 100~~94~~ dwelling units per net residential hectare. The number of units anticipated is 806~~652~~ units, which is approximately 20~~16.5~~% of the dwelling units.

Townhouse: Townhouse development is generally designated along collector roadways and /or in transition to medium-high density residential land uses. Townhouses may be developed as fee simple or private site specific street-oriented townhouses with rear access. ~~The projected densities applied to townhouses is approximately 40 dwelling units per net hectare.~~

Townhouse / Apartment: There are three medium density residential sites located within the Neighbourhood Activity Centre which may be developed with a mix of townhouse and/or apartment. The site location will provide residents with convenient access to commercial businesses and the Red Willow Park. The projected densities applied to townhouse/apartment buildings is approximately 65 dwelling units per net hectare.

Townhouses and apartment buildings should be designed to have presence on the streetscape. This may be achieved by locating the building closer to the street and using a variety of architectural design features and building articulation to enhance the streetscape. Vehicular access for ground oriented medium density built form such as townhouses is only allowed from a rear lane.

~~A portion of the land for River Lot 22 (27 Genstar Annex and 10 Meadowview Lane) and Plan 822 2288, Lot A (20 Meadowview Lane) have medium density residential designation. An ASP amendment may be necessary to create a developable parcel for medium density developments.~~

3.3.3 High Density Residential

Three high density residential areas are proposed within the Neighbourhood Activity Centre. These sites are located south of McKenney Avenue on either side of Rankin Drive.

High Density residential developments ~~include housing types such as townhouses and~~ typically include apartment~~s~~ style development with densities above 100~~94~~ dwelling units per net residential hectare. The number of dwelling units proposed is 780 units, which would comprise of approximately 20% of the total number of residential units in the Plan Area.

Site layout and building placement for high density built forms should also consider maximum frontage and visibility from public streets. High density developments, where possible, should front onto and be located close to the higher order neighbourhood roadways. High density developments should also use architectural design features to address the streetscape. Building design should incorporate articulation and transition to reduce impact from building massing, shadowing, noise, and privacy onto adjacent buildings.

To ensure improved connectivity and traffic operational consideration, a possible future east-west neighbourhood road may be required. This possible future road would connect the road network between the high-density sites south of Rankin Drive. Other options may be considered with the final configuration for roadway connections at the time of subdivision or site development.

3.3.4 Supportive Housing

Supportive ~~housing~~ living accommodation ~~that includes assisted living~~ is a residential use that may be located within the ~~neighbourhood activity center~~Mixed-use Node. Supportive ~~housing~~ living accommodation provides support services such as meals and laundry, and access to on-site professional care within a group living arrangement. When a development has ~~This means the~~ sleeping units that do not have a full kitchen, the sleeping units are not counted as dwelling units. ~~The site being considered for supportive housing is 1.9 hectares± and is adjacent to the commercial site. Should supportive housing not be obtained on~~

~~the site; the site can be developed as high density residential. The statistics have included the number of residential units and population as medium to high density residential and should the supportive housing with sleeping units be developed, then the statistics could be adjusted to reflect the difference in the number of dwelling units.~~

3.4 Commercial

The overall commercial use is approximately 2.6% of the developable lands, which is 5.7 hectares±. Two commercial sites are designated, located on either side of McKenney Avenue in the heart of the Mixed-use Node~~Neighbourhood Activity Centre~~. These sites may provide sale of goods and services for the whole community.

Commercial uses located within the neighbourhood shall be complementary to the surrounding residential uses in terms of scale and compatibility. The commercial area borders a multiple family residential site. There is no physical separation such as a roadway from the proposed commercial uses. Mitigation measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure that the adjacent multiple family dwelling units are not negatively impacted.

Connectivity for active transportation such as walking, and cycling should be considered through the provision of walkways surrounding commercial sites. Where commercial uses abut residential uses, walkways should be incorporated into the site layout and proposed building design to enable walkability between commercial and residential uses and reduce dependency on vehicular trips.

3.5 Mixed-Use Node

A mixed-use node, as identified in the *MDP,* is a compact area that has a mix of amenities, housing choices, and services. Riverside's mixed-use node is located in the central portion of the Plan Area and extends north of McKenney Avenue and south to the Grey Nuns White Spruce Park. This node will become the social and economic heart of Riverside and provide an attractive, vibrant, and desirable place to live, work, play, and shop. This pedestrian oriented area could have a mix of commercial, higher density residential, supportive housing, with pedestrian linkages to the neighbourhood and parkland areas. The mixed-use node is shown on Figure 2, Future Land Use with a dashed circle.

3.6 Parks and Open Space

The parks and open space system will comprise five major components: the Red Willow Park that includes the Grey Nuns White Spruce Park, north-south open space linkages, two school/park sites, neighbourhood parks, and stormwater management facilities.

The *Municipal Government Act* and the *Municipal Development Plan* requires that 10% of the developable land area to be dedicated as Municipal Reserve (MR), which can be used as schools, parks, woodlots, and trails that are not associated with Public Utility Lots.

Parcels that are deficient in the minimum required MR dedicated are noted in section 1.7.4 – Land Use Bylaw of this Plan, and ~~also~~ reflected in Figure 8.

The City of St. Albert Parks and Open Space Standards and Guidelines should be followed for the development of parks, open spaces and trail systems.

3.6.1 Red Willow Park

Red Willow Park will comprise an open space corridor along the north bank of the Sturgeon River, incorporating its riparian zone, adjacent tree stands, and some formerly cultivated farmland below the Designated Flood Line. The Red Willow Park boundary is consistent with the registered northern limit of the Red Willow Park.

The Grey Nuns White Spruce Park (GNWSP) is a major landscape feature wholly located within Red Willow Park boundaries. The GNWSP is designated as Municipal Reserve.

Red Willow Park may also include those portions of three adjacent tree stands above the Designated Flood Line, which will be designated as Municipal Reserve. Where urban development is in proximity to the tree stands, careful consideration will be given to relative elevations and surface drainage to ensure that the tree stands are not negatively affected. Design approaches may include the creation of naturalized buffers between the tree stands and adjacent roads or residential lots.

Pedestrian access to Red Willow Park will be controlled, with no individual access points from adjacent residential areas; meaning no

gates will be allowed onto the GNWSP and Red Willow Park from individual properties. A future access point is conceptually located to the west of the existing Hogan Road right-of-way, which will provide future parking opportunities, a bus turn-around, and an entrance area for persons wishing to use the trail system. The City has developed the *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood* as a natural areas management plan for Red Willow Park, which addresses best management practices during construction, buffers, and the transitioning between natural areas and urban uses. The policies adopted in this management plan will be incorporated into the conditions of adjacent subdivision or development permit approvals, as appropriate.

3.6.2 Heritage Park & Meadowview Ball Diamonds

A portion of the Plan Area east of Meadowview Lane is designated as the Heritage Park within the *Red Willow Park: West Master Plan Update* (~~2003~~2018).

The Heritage Park and Meadowview Ball Diamonds is 15~~6~~.7 hectares±. The Meadowview Ball Diamonds consists of four fields and a club house. The Heritage Park includes a number of historically significant buildings: two restored grain elevators designated Provincial and Municipal Historical Resources, a replica of the original St. Albert Train Station, the Cunningham House, the Hogan House, the Chevigny House, and the Brosseau Granary, as shown on Figure 13A, Heritage Sites Functional Plan Concept. Significant investment is being made to restore the buildings and site as a tourist attraction and multi-use park area. The restoration plans for the site and buildings are further detailed in the *St. Albert Heritage Site Functional Plan Final Report (January 2010).*

Plans for the site also include a public amenity area suitable for public and private events, festivals, and celebrations, as well as the possibility of developing a Métis and French Canadian Farm in the future.

A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to Mission Avenue, with a proposed neighbourhood intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east.

3.6.3 Open Space Linkages

In the north-central portion of the Riverside ASP, adjacent to the CN Rail and McKenney Avenue is stormwater management facility (SWMF) 1 and its associated channel that provide a stormwater link between Lacombe Park Lake and the Sturgeon River. The channel for overland flow will provide opportunities for local ponds to add interest, variety, and habitat. The north-south linkage will also include the current easement for the intermediate pressure gas line. The stormwater linkage will be designated as a public utility lot (PUL).

This open space linkage will be a naturalized landscape to improve connectivity for wildlife movement and to minimize maintenance costs. Careful attention will be given to the gradient of the stormwater conveyance channel to provide positive drainage and avoid stagnant water wherever possible.

Other trails will connect with the north-south open space linkage, including both on-street sidewalks and off-street trail systems, in order to provide a comprehensive trail network throughout the neighbourhood. A portion of Natural Area D, which is an east-west running mixed-woods stand, will be retained as Municipal Reserve, and a trail is proposed within the tree stand. Routine assessment will need to be completed to assess the health and life of the tree stand. Trails developed within a Public Utility Lot (PUL) provide public linkages, but no Municipal Reserve designation is provided in these instances. The trails must be installed, by the developer, at the time of subdivision so that future residents are aware of trail alignments. The conceptual neighbourhood trail network is shown on Figure 2, Future Land Use and Figure 3, Transportation.

3.6.4 School/Park Sites

Two school/park sites are proposed within the Plan Area as part of the required Municipal Reserve dedication. A school/park site of 3.89 hectares± is proposed north of McKenney Avenue. Two neighbourhood roadways are adjacent to the school site with a proposed pedestrian linkage on the south-east corner. The proposed low density residential may have private rear access to reduce the number of driveways; thus, minimize pedestrian and vehicle conflict that occurs at a school site. At the time of subdivision approval and the development permit, traffic calming mitigation measures on the neighbourhood roadways adjacent to the school sites shall be considered.

A second school/park site of 3.8 hectares± is proposed east of the ~~Neighbourhood Activity Center~~Mixed-use Node. This school/park site will have frontage onto both Riverside Drive and Rankin Drive. Low density residential developments will back onto this site.

Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces natural surveillance from adjacent pedestrian and vehicular traffic.

Design of school sites should consider more than one access point into the school site. Bus layby pick up/drop off area, on and off-loading area and parking areas should be accommodated within the school property. Placement and design of school buildings, sports fields, playgrounds, and parking areas should consider impact onto adjacent residential developments with regards to privacy, noise, and traffic. Emphasis shall be placed on connectivity of the school sites with integrating walkways to allow pedestrian connectivity within the school site, as well as, between the school and the park site. Consideration should be given to site design, with proactive placement of pedestrian crossings aligning with desired paths of school access points. Traffic calming and reduction of conflict between road users (i.e. – no pedestrian crossings accommodated within drop off bays) should also be considered in site design. Pedestrian connectivity should be included to connect the school/park site to the rest of the adjacent neighbourhood. Design

elements should consider the use of cross walks, signage, depressed curb, and tactile surfaces to facilitate accessible pedestrian connectivity.

Table 3-1: Student Population Projection

Age	Grades	% of 2018 City of St. Albert Census age composition population 62,842	Student Generation Riverside Population 10,3109,887
5-9	K-4	6.5%	670643
10-14	5-9	6.9%	711683
15-19	10-12	6.6%	681653
Total			**2,0621,979**

The anticipated number of students in the Riverside neighbourhood at full build-out is approximately 1,9802,062 students between the ages of 5 to 19 years. This is based on the City of St. Albert 2018 Census Age Composition Municipal Census population of 62,842, the anticipated population of 10,3109,861 for Riverside, and the percentage of each age/grade category. At the time of development, the most current Census for St. Albert and consultation with school boards will be taken into consideration to better anticipate student population, and determine appropriate park amenities for the community and school needs.

3.6.5 Neighbourhood Parks

In addition to Red Willow Park, the open space linkages, the school/park sites, and neighbourhood parks will be distributed through the residential area to provide passive and active recreational opportunities within walking distance of all residents. These neighbourhood parks will range in size from 0.35 hectares± to 2.0 hectares±. The linear parks will have a minimum width of 20 metres.

3.6.6 Stormwater Management Facilities

EightSix stormwater management facilities are proposed within the Plan Area. While these facilities provide a utility function, they also are integral parts of the open space system. The location and size of each facility is conceptual at this time, subject to further analysis and design

prior to redistricting and subdivision. The size of each will meet the required release rates in the *Municipal Engineering Standards*.

The design of the facilities will maximize the opportunities to complement or enhance natural areas and habitat corridors (such as the north-south open space corridor). All of the stormwater management facilities will have a naturalized shoreline. Stormwater management facilities provide opportunities to create and enhance wildlife habitat, add visual amenity, and provide for a variety of passive recreational opportunities. At the time of subdivision, a stormwater management facility will be provided as a Public Utility Lot (PUL); therefore, no Municipal Reserve credit will be given for PUL uses. Two stormwater management facilities will be located below the Designated Flood Line, and are subject to Alberta Environment and Parks standards and City approval and standards. Municipal Reserve credit may be provided to upland areas of stormwater management facilities, based upon City policies, to be determined at the time of subdivision.

3.7 Institutional Uses

3.7.1 Institutional Uses

At the request of the Missionary Oblates, their existing property in the northeast portion of the Plan Area has been designated for future low- and medium-density residential land use. The current institutional use will continue in the interim.

Under the Land Use Bylaw, limited institutional uses are allowed in medium density land use districts as discretionary uses, including supportive housing and long-term care housing. In addition, group homes are allowed in low density residential land use districts. These uses may be incorporated into the Riverside neighbourhood without requiring amendments to the ASP.

3.8 Development Statistics

The development statistics for the Plan Area are shown, quantitatively, in Table 3-2.

The titled area for the boundary of the Riverside Area Structure Plan is 284.4 hectares±. Environmental Reserves in the amount of ~~45~~ 47hectares± have been dedicated and 1.15~~3.6~~ hectares± still needs to be dedicated for a portion of ~~River Lot 22 (27 Genstar Annex) and Plan 822 2288, Lot A (~~20 Meadowview Lane~~)~~. The residential area is 121.5~~122.6~~ hectares±, which is 56%± of the developable area. The commercial area is 5.7 hectares±, which is 2.6%± of the developable land.

The population per household fluctuates depending on the type of dwelling unit, as indicated in the City of St. Albert Census 2018. In the low density units, of which 2,462~~2,522~~ units are projected, 2.90 persons per household are anticipated. In the medium density residential ~~(R3)~~ areas, 806~~112~~ units are projected, and the number of persons per household is 2.23~~2.45~~. In the ~~medium (R3A) and~~ high density ~~(R4)~~ residential areas, 780~~1,333~~ units are projected at 1.767 persons per household. ~~There is potential in the medium/high density residential area to have 1.9 hectares± developed as~~Should supportive living accommodation be developed~~housing~~ that has sleep units instead of dwelling units~~.~~ ~~.~~ ~~S~~sleep units are not counted as part of the number of dwelling units per net residential hectare. ~~However, at the time of writing the ASP, development of the 1.9 hectares± site was considered as dwelling units.~~

Overall, the Riverside ASP will have approximately ~~32~~ 33 dwelling units per net residential hectare. MDP policy 7.1.3 encourages innovation and emerging housing types that are compatible with existing and planned neighbourhoods. MDP policy 14.6.10 indicates the development timing of multi-unit buildings in relation to the overall residential development. The total number of residential units is 4,048~~3,954~~, of which 806~~112~~ are medium density and 780~~1,320~~ ~~medium/~~high density units, and 2,462~~522~~ are low density units. This indicates a 39~~36~~% split between low density, and medium and ~~medium/~~high density units.

Table 3-2: Development Statistics

	Area (ha)±	% of NDA	Units	Pop.
Gross Area	**284.4**			
Hogan Road within GNWSP	1.5			
Environmental Reserve (ER) (Future)	1.153.6			
Environmental Reserve (ER) (includes 4.0 ha± for two SWMF as a PUL within ER) (Registered)	47.4545.0			
Heritage Park & Meadowview Ball Diamonds	15.716.7			
Subtotal Non-developable Area	**656.8**			
Net Developable Area (NDA)	**2187.6**	**100.0%**		
Other Uses				
N-S Gas Line Public Utility Lot (PUL)	0.9	0.4%		
Lift Station / Service Connections / Walkways (PULs) (not included 1.9 ha± PUL (utility right-of-way) within registered ER & MR)	2.1	1.0%		
Municipal reserve (includes trails not over utilities, park, school, 50% trail around SWMF not in ER) (Future)	6.710.6	3.14.9%		
Municipal Reserve (Registered)	14.410.0	6.64.6%		
Stormwater Management (PUL) (not included 4.0 ha± of two SWMFs within ER)	15.70	7.26.9%		
Arterial Road - McKenney Avenue	7.8	3.6%		
Internal Circulation (non-arterial)	45.542.7	20.819.6%		
Subtotal Other Uses	**93.189.1**	**431%**		
Commercial	5.7	2.6%		
Subtotal Commercial	**5.7**	**2.6%**		
Residential				
Low Density Residential	102.6105	4748.2%	2,4622,522	7,1407,314
~~Medium Density Residential (R3)~~ (townhouse)	12.42.8 8.3	5.71.3% 3.8%	806112 540	1,797250 950
Medium Density Residential ~~(R3A)~~(apartment)				
~~Medium/~~High Density Residential	6.5	3.0%	780	1,373
Subtotal Residential	**121.5122.6**	**5556.3%**	**3,954 4,048**	**10,3109,887**

The following density figures were used to forecast population growth shown in Table 3-2:

- 24 du/ha for low density residential

- ~~40 du/ha for medium density residential (R3)~~
- 65 du/ha for medium density residential (~~R3A~~)
- 120 du/ha for high density residential

Table 3-2 Notes:

- May not add up to 100% due to rounding.
  Overall, ~~32~~ 33 dwelling units per net residential hectare, which meets the minimum density required of 30 dwelling units per net residential hectare as per the Capital Region Board (CRB) Growth Plan of 2009.
- ~~Residential breakdown on lands developed prior to the February 2018 Land Use Bylaw 2/2018 update consisted of:~~
  - ~~20 du/ha for low density residential;~~
  - ~~35 du/ha for medium density residential (R3);~~
  - ~~143 du/ha for mixed-use commercial with residential based on an estimated residential area footprint of 0.84 ha.~~
  - ~~141 du/ha for medium/high density.~~
- The ~~new~~ Residential breakdowns consist of:
  - 23-39~~33~~ du/ha for low density residential development
  - ~~37-39 du/ha for low density residential mix~~
  - ~~35-42 du/ha for medium density residential, could go to 54 du/ha if meet design criteria in the Land Use Bylaw~~
  - 40-100~~94~~ du/ha for medium density residential development (~~,~~may~~could~~ go up to 125 du/ha if the development meets density bonus provisions ~~design criteria~~ in Land Use Bylaw)
  - 100-140~~94-141~~ du/ha for high density residential development (may be greater~~could go higher~~ if the development meets ~~design criteria~~provisions in Land Use Bylaw)
  - ~~143 du/ha for mixed-use commercial with residential based on an estimated residential area footprint of 0.84 ha~~
- Expected population per residential unit based on St. Albert's 2018 Census is:
  - 2.90 persons per low density dwelling unit;
  - ~~2.45 persons per medium density dwelling unit (R3); and~~
  - 2.23 persons per semi-detached, duplex, and townhouse; and
  - 1.76 persons per ~~medium/high dwelling unit (R3A) (R4).~~apartment
- *Supportive ~~Housing~~ Living Accommodation, sleep units are ~~should~~ not ~~be~~ part of the dwelling unit~~s~~ count.

- Population statistics would include supportive ~~housing~~ living accommodation population.

4.0 TRANSPORTATION

4.1 Boulevard Crosstown and Collector Road Network

The Transportation network for Riverside is shown on Figure 3, Transportation. This map consists of a series of coloured roadways and trails that define roadway classifications to accommodate expected future transportation patterns for the subject lands. Ray Gibbon Drive is a Boulevard Roadway in the immediate vicinity of Riverside ASP. McKenney Avenue is the major east-west Crosstown (arterial) road through the ASP area, providing connections to Ray Gibbon Drive and St. Albert Trail. Ray Gibbon Drive, located on the west boundary of the ASP, provides connections to Edmonton via Anthony Henday Drive and connections north to Villeneuve Road. In addition, St. Albert Trail (Hwy 2) provides connections to Edmonton to the south and Sturgeon County to the north.

Ray Gibbon Drive and McKenney Avenue, as designated boulevard/crosstown, will be part of the truck route/dangerous goods route network.

4.2 Neighbourhood and Local Road Network

A looped neighbourhood roadway will provide two north accesses off McKenney Avenue. The proposed school site with a park north of McKenney Avenue is located on two collector roadways. The proposed access for the townhouse product, in the area of the school site, may have private rear access to reduce conflict with the traffic generated by the school. Alternative road intersection design such as roundabouts should be considered at the intersection of neighbourhood to neighbourhood roadways.

There are three neighbourhood roadways connecting parcels located south of McKenney Avenue. Riverside Drive is one of the south oriented neighbourhood roadways that provides access to the second school and park site from the crosstown roadway - McKenney Avenue. The second school and park site ~~is~~are located at the intersection of Riverside Drive and Rankin Drive and provides east-west roadway connection. Rose Gate leads south and is adjacent to the commercial site and connects to Rankin Drive. Rankin Gate, ~~T~~the third neighbourhood roadway, on the west portion of the Plan Area, provides access to the residential portion located in the southwest. On the west side of the Grey Nuns White Spruce Park, Redpoll Wynd is a north-south

neighbourhood roadway to provide bus access to the park parking area. The parking area will accommodate bus turnarounds, because the looped roadway to the west narrows to a local roadway that is not designed for bus traffic.

A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to connect with Meadowview Lane to the east. This proposed roadway will provide a north-south connection from Rankin Drive to Mission Avenue, with an intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improve connectivity to the Riverside community to the west, and access to the Meadowview Ball Diamonds and heritage sites to the east.

The majority the Meadowview Drive right-of-way will be closed and integrated into the overall development plan. The majority of the roadway of Meadowview Drive is now called Rankin Drive. Hogan Road will be closed, and the lands integrated into the overall development plan. The portion of Hogan Road within the GNWSP is not part of the gross developable area and its future will be determined as part of the Red Willow West Master Plan update in 2016. The road names for remaining Meadowview Drive, Meadowview Lane, and Hogan Road may have different names in the future.

For the development located on the south side of the Rankin Drive (near the high density sites), additional roadway layout improvements to address traffic operation and access are required. These improvements will ensure compliance with the principles of Complete Streets, by addressing the access challenges to the high density residential site, and conformance to the design standard regarding cul-de-sacs. This may result in the need for a possible future east-west roadway connection to enable improved connectivity, traffic flow and adequate access to the high-density sites. The final location and design of the site access, along with future roadway connections, will occur during subdivision, and/ or, site development.

Design of the proposed roadway network is based on overall population density and trip generation of 33 ~~32~~ dwelling units per net hectare. Any increases to development density or intensity of uses could have impacts to functional operations of the roadway network. Future amendments will require an updated Traffic Impact Assessment to address this parameter.

4.3 Transit

It is anticipated that the transit system will follow the crosstown road network, with loops through the neighbourhood following the connector roadway system. Transit stops are typically proposed along connector and neighbourhood roadways, and done in consultation with the City's Transit Department. Transit route planning and development must occur at the earliest stages of the neighbourhood development with the expectation that services will be introduced as per Transit Services Policy C-TS-01, as amended.

4.4 Rail

There are two existing at-grade rail crossings of the CN rail line: one crossing at McKenney Avenue and one crossing at Meadowview Lane~~Drive~~. The proposed new neighbourhood roadway, connecting Rankin Drive to Mission Avenue, utilizing the road ~~right~~ right ~~of~~ of ~~-~~way of Meadowview Lane, will require a closure of the existing Meadowview Lane~~Drive~~ at-grade crossing, and design and construction of a new at-grade rail crossing to the northwest of the Heritage Sites along the new proposed roadway (west of Mission Avenue).

The CN rail line runs along the north boundary of the Plan Area. CN is federally regulated. In May 2013, CN issued Guidelines for new Development in Proximity to Railway Operations. CN recommends a number of noise attenuation, setback, and vibration mitigation measures for new development along rail lines. These guidelines will be reviewed and applied to development in Riverside at the time of subdivision, and executed at the Development Agreement stage.

In the future, the CN rail line will be temporarily rerouted slightly southwards to enable Ray Gibbon Drive to be lowered and the existing tracks to be above Ray Gibbon Drive. The temporary rerouting is 0.192 hectares± on the northwest corner of the Plan Area, and 0.236 hectares± on the west side of Ray Gibbon Drive, which is not within the Plan Area, see Figure 3, Transportation. These two areas are legally registered as roadway.

4.5 Pedestrian/Bicycle Links

The open space system and roadway system provide opportunities for an extensive network of trails to extend the Red Willow Park trail system throughout the neighbourhood. Opportunities will be created for external links

along the Sturgeon River and north to Lacombe Lake Park, and other neighbourhoods.

Pedestrian connectivity in low density areas should be promoted through the provision of mid-block connections, and to connect cul-de-sacs to connector and neighbourhood roadways.

Medium and high-density developments should be placed closer to the public street to promote accessibility using walkways to connect to the public street.

Consideration, design and implementation of pedestrian accommodation crossing the rail corridor at the new proposed at-grade rail crossing (for the proposed new roadway connecting Rankin Drive to Mission Avenue) will be made to promote and support active accommodation to the east of the community.

4.6 Noise Attenuation

Noise attenuation from Boulevard and Crosstown routes (Ray Gibbon Drive and McKenney Avenue) and rail line (CN railway) will be provided by the developer as per City standards at the time of development. In addition, noise, and vibration mitigation, as per CN Rail standards for development near rail operations, will be provided by the developer. Provision of noise attenuation amenities would be required as part of the Development Agreement process and will be reviewed at the time of subdivision, Development Agreement, or Development Permit stage. Additional requirements may be needed for residential developments adjacent to, or within, a commercial or mixed-use development so that noise, odours, and light impacts from the commercial area to the residential area are addressed prior to, or at the time of, Development Permit.

4.7 Off-Site Levies

The Riverside neighbourhood is subject to Off-Site Levies. Off-Site Levies will be calculated, assessed, and collected at the time of subdivision or upon execution of Development Agreement, in accordance with Council policies and approved bylaw.

Should a subdivision or Development Agreement not be part of the development process, levies will then be collected at the time of Development Permit.

In addition to Off-Site Levies, additional costs may need to be borne by the developers to facilitate the near term plan of infrastructure capacity improvements.

4.7.1 Notes

As upgrades are required to the water supply and distribution system, to the wastewater collection system (sanitary), to the stormwater management facilities, and the transportation roadway infrastructure identified within the Off-Site Levy Bylaw, required to support a development stage, may be required to be front-ended by the developer to enable that development stage. Front-ending and recovery processes shall be consistent with approved Council Policies.

Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer, and the cost will not be recoverable. In addition, the City will take ownership of such oversized infrastructure and will determine how the capacity will be used.

Interim solutions are not eligible for reimbursement through the Off-Site Levy program.

4.8 Complete Streets

The Riverside neighbourhood will implement Complete Streets Guidelines that were adopted and approved by Council on October 22, 2018.
Complete Streets Guiding Principles are noted below:

1. Streets should safely accommodate users of all ages and abilities.
2. The street network should be well-connected, provide direct paths of travel, and should not act as barriers.
3. Streets should provide mobility, access to homes, businesses and schools, civic space for leisure, recreation, and other activities.
4. Streets should provide choices for all users, and be fair in their allocation of space for all users.
5. Streets should be aesthetically attractive, reflecting St. Albert's application of nature, unique architecture, and the botanical theme.
6. Streets should support the land use, economic development, environmental sustainability, personal security, public health, cost-effectiveness, and other objectives.

4.9 Crime Prevention Through Environmental Design (CPTED)

Decisions relating to transportation design, street patterns, access, noise barriers, public open spaces, parks, multi-use trails, walkways, stormwater management facilities, and the built environment shall use CPTED principles to create a safe and secure neighbourhood. The following basic strategies, respecting existing City standards, will be used during the development of the Riverside neighbourhood:

- Use of natural surveillance strategies to increase visibility and awareness of public and private space;
- Use of natural access control techniques to guide/direct person within the natural and built environments; and
- Promotion of territorial reinforcement by increasing definition of space and local stewardship.

4.10 Timing of Development – McKenney Avenue Crossing

All development in Riverside shall be accessed from McKenney Avenue. Development may occur on Rankin~~Meadowview~~ Drive only at such time as McKenney Avenue connects with Rankin~~Meadowview~~ Drive such as via Riverside Drive or another north-south roadway. ~~A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to Mission Avenue, with a proposed neighbourhood intersection accommodated northwest of the St Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east. Interim construction closures of Rankin Meadowview Drive may occur to support utility servicing.~~

4.11 Potential Future Roadways and Intersections

Future potential roadway connections and intersections are shown with dashed linework in Figure 3 – Transportation, to depict the location of such roadways within the ASP. The roadways will improve connectivity and access to high density sites and access within~~into~~ the neighbourhood. The alignment and

design details of these roadways and intersections will be determined at the subdivision stage.

4.11.1 Roadway Connection for High Density Sites

Refer to Section 3.3.3 – High Density Residential, for details on the roadway connection for high density sites.

4.11.2 ~~Mission Avenue Access~~Meadowview Lane

~~A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to Mission Avenue, with a proposed neighbourhood intersection accommodated northwest of the St Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east. The new roadway will largely incorporate existing road right of way designated area, however, will be dependent upon finalized design and approval of the relocation of the current at-grade Meadowview Lane~~Drive ~~railway crossing, to a new proposed at-grade rail crossing (west of Mission Avenue) and closure of the existing Meadowview Lane~~Drive ~~rail crossing.~~ Meadowview Lane is planned to be extended to connect between Mission Avenue and Rankin Drive with a new railway crossing supporting whistle cessation. This includes closure of the existing Mission Avenue/Meadowview Drive intersection. Meadowview Lane will provide alternate access to the Riverside neighbourhood, and primary access to the Meadowview Ball Diamonds, the St. Albert Grain Elevator Park, and the future Heritage ~~Site~~Park development.

5.0 UTILITY SERVICES

5.1 Water Servicing

Water will be provided to the Riverside neighbourhood by the extension of existing or future water mains along the northern and eastern edges of the ASP as shown on Figure 4, Water Servicing. These extensions are from the Ville Giroux, Lacombe Park, and Mission neighbourhoods. Internal looping may be necessary as staged development occurs. As development occurs, analysis will be required to determine pipe size for adequate level of service and to ensure that sufficient pressures for fire protection can be achieved. Pressure Release Valves (PRVs) will be required to provide the recommended pressure range to service Riverside. Water mains of the appropriate sizes will be required to be carried through the development and connections will extend to the edge of the ASP boundary or acceptable termination points as determined by the City. The Heritage Park will have a looped waterline to Meadowview Lane.

5.2 Wastewater Collection System

Two~~Three~~ lift stations are proposed within the Riverside ASP. The Heritage Park will have its own lift station to service only the Heritage Park that connects to the North Interceptor line on Mission Avenue. The remainder of Riverside will be gravity serviced by one lift station, located south of Rankin Drive on Redwing Wynd. The flows are directed from north-west to south-east, draining to the lift station. Force mains will be required to discharge the flows to the major sewer main constructed along St. Vital Avenue and the CN rail line that parallels Morgan Crescent. ~~A third lift station may be required to service the Riverside neighbourhood, and it would be located on the west side of the GNWSP in the southwest portion of the Plan Area.~~ The required wastewater collection system for the Plan Area is as per Figure 5, Wastewater Collection System.

5.3 Stormwater Management

UMA Engineering Ltd., on behalf of Genstar Development Company Limited, submitted the "Northwest St. Albert Drainage Master Plan" (Drainage Master Plan) to the City of St. Albert and Alberta Environment.

Figure 6, Stormwater Management, shows the ~~six~~ eight (~~8~~6) stormwater management facilities (SWMF) and one open drainage channel within the Plan Area. The required release rates at the time of writing this document is 2.5 litres, per second, per hectare (L/s/ha) as per the Big Lake Stormwater Management Plan Report May 2004. The location and size of each facility is conceptual and subject to analysis and design approval at time of subdivision.

The SWMFs may provide opportunities for enhanced wildlife habitat, added visual amenity, and some passive types of recreational opportunities. The shorelines of the SWMFs will be naturalized. Naturalized planting may be installed to provide a riparian edge to the ponds.

SWMF 1 is located south of the CN Railway and west of McKenney Avenue and supports 40.50 hectares± of low density residential. SWMF 1 also carries the release flows from existing upstream developments in North Ridge and Lacombe Park neighbourhoods. The south outlet discharges SWMF 1 through a drainage channel. The drainage channel provides a Low Impact Development (LID) conveyance system. A concrete box culvert carries the stormwater under Rankin Drive. This channel connects to SWMF 2 and 3 at the south portion of the Plan Area. SWMF 4 is located on the north side of McKenney Avenue and will service 63.7 hectares±. SWMF 4 will release to SWMF 5 located in the south-west portion of the Plan Area. SWMF 5 will service an area of 29.8 hectares±. A portion of SWMF 5 is located within the environmental reserve. SWMF 6 will service the eastern portion of the Plan Area and is located within the environmental reserve. SWMF 7 ~~&~~and 8 are located on the ~~south east~~southeast portion of the plan on adjacent lots - ~~-~~River L~~l~~ot 22 (27 Genstar Annex) and Plan 822 2288, Lot A (20 Meadowview Lane) to service that section of the ~~p~~Plan ~~a~~Area. A design brief is required to inform details of stormwater servicing for 10 and 20 Meadowview Lane ~~and Plan 822 2288, Lot A (20 Meadowview Lane)~~ at a future ASP amendment and at time of subdivision.

The Heritage Park will utilize surface drainage that retains the existing contours of the land. Most of the surface area will be permeable with fields, gardens, and natural areas.

The intent is to incorporate part of the Sturgeon River flood fringe area to construct two SWMFs. Discharge to the Sturgeon River or Big Lake would consist of either a piped system or open channel flow. Either system would require a controlled discharge and Alberta Environment and Parks approval. The stormwater management concept has been discussed with Alberta Environment and Parks, and the SWMF located within the flood fringe area is acceptable. Specific details on the SWMF operation and discharge requirements will be addressed during detailed design and modelling to support the initial stage of development. Sediment control measures will be incorporated into the overall stormwater management system. Storm ponds, strategic settling ponds or mechanical settling devices such as an oil and grit intercept (OGI), will be used to allow removal of suspended solids, as per the City of St. Albert Engineering Standards.

There are four stormwater outfalls from the Riverside neighbourhood. Outfalls are located at SWMF 3, 6, and at the south end of Meadowview Lane. The SWMF 5 outfall is to Big Lake through a pipe under Ray Gibbon Drive.

Low Impact Development (LID) may include bio-retention rain gardens, bio-swales, green roofs, permeable pavements, naturalized drainage ways, and rain-way harvesting.

5.4 Shallow Utilities

Power, gas and communication franchise systems will service the area through agreements established with the developers by the providers or through existing facilities along Rankin Drive, Hogan Road, and McKenney Avenue. Shallow utilities may be located within a public utility lot (PUL) or through a utility right-of-way agreement.

Any existing overhead must be relocated and placed underground at the time of Development.

5.5 Public Utility Lots (PULs)

A Public Utility Lot is where services such as water, wastewater, stormwater pipes, and shallow services are located. The size of a PUL will vary based on

the number of utility services and pipe sizes accommodated. PULs can typically range between 6 metres to 9 metres in width. PULs do not receive Municipal Reserve credit. Emergency access to a site will be classed as a public utility lot, and width of access will be determined in consultations with City Engineer and Public Works. Where services are shared or required, provisions of utility rights-of-way will be required to allow passageway for utilities from landowner/developer to enable development by other landowner/developer to proceed.

5.6 Design Brief

~~Any proposed development on a portion of the land for River Lot 22 (Genstar Annex and 10 Meadowview Lane) and Plan 822 2288, Lot A (20 Meadowview Lane) will require a design brief to be completed to the satisfaction of City Engineering Services to demonstrate sufficient capacity for water, sanitary and stormwater management services.~~ Any proposed development at 10 and 20 Meadowview Lane will require a design brief to be completed to the satisfaction of the City Engineering Services to demonstrate sufficient capacity for water, sanitary, and stormwater management service.

A design brief may ~~also~~ be required for any amendment to this ASP that affects water, sanitary, and stormwater services.

6.0 IMPLEMENTATION

6.1 Development Staging

Construction and development access must be from McKenney Avenue.

This development area will allow some water main looping opportunities within a short period of time to the east and west sides of McKenney Avenue.

Development could then proceed to the east, west or south in response to demand. Water main looping, site access, interim stormwater management, interim sanitary lift stations, and sanitary trunk sewer extensions will be required.

6.2 Redistricting and Subdivision

Timing of redistricting and subdivision applications will be processed in response to servicing capacity, agreements, and market need. Staging of development will be reviewed at time of subdivision to consider serviceability, and in a contiguous and sequential manner.

6.3 Building Inspections

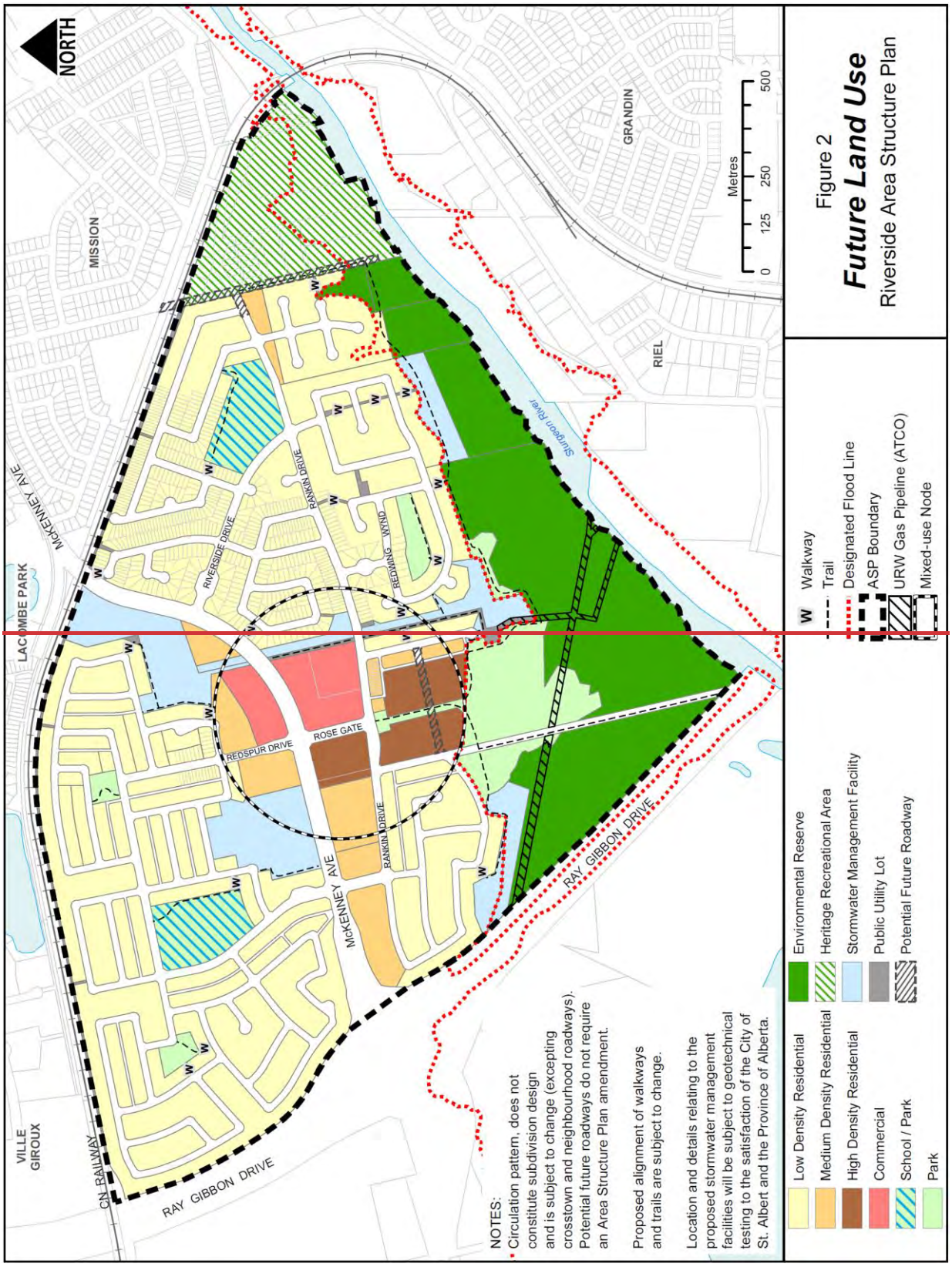
The geotechnical investigations within the Plan Area indicated there are soft and wet soils. The developer, as part of the purchase package to builders, needs to identify soil issues and indicate that further geotechnical study may be required at building permit stage.

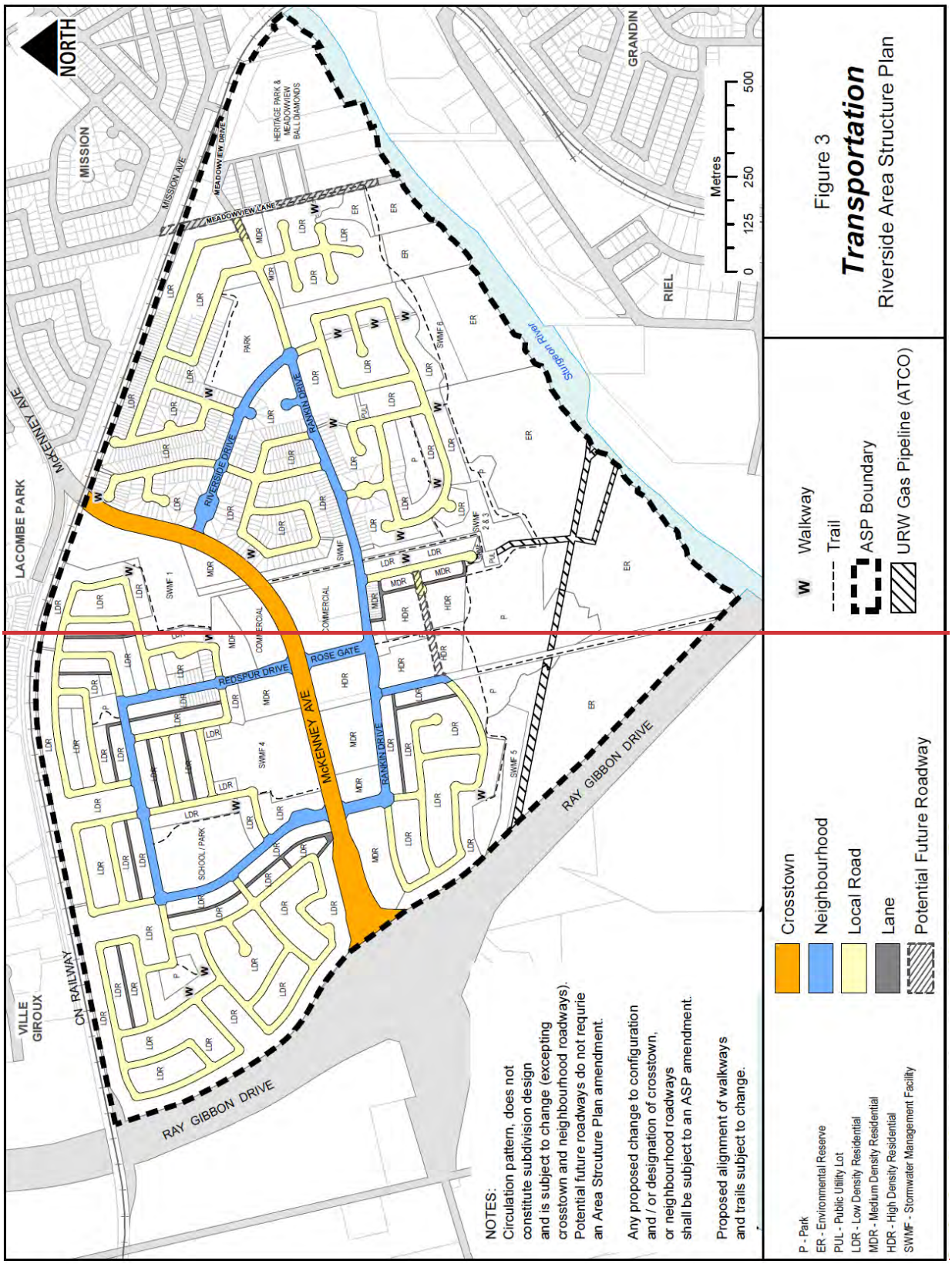
At time of subdivision, the developer and the City will consider restrictive covenants related to wet and soft soils that may impact development.

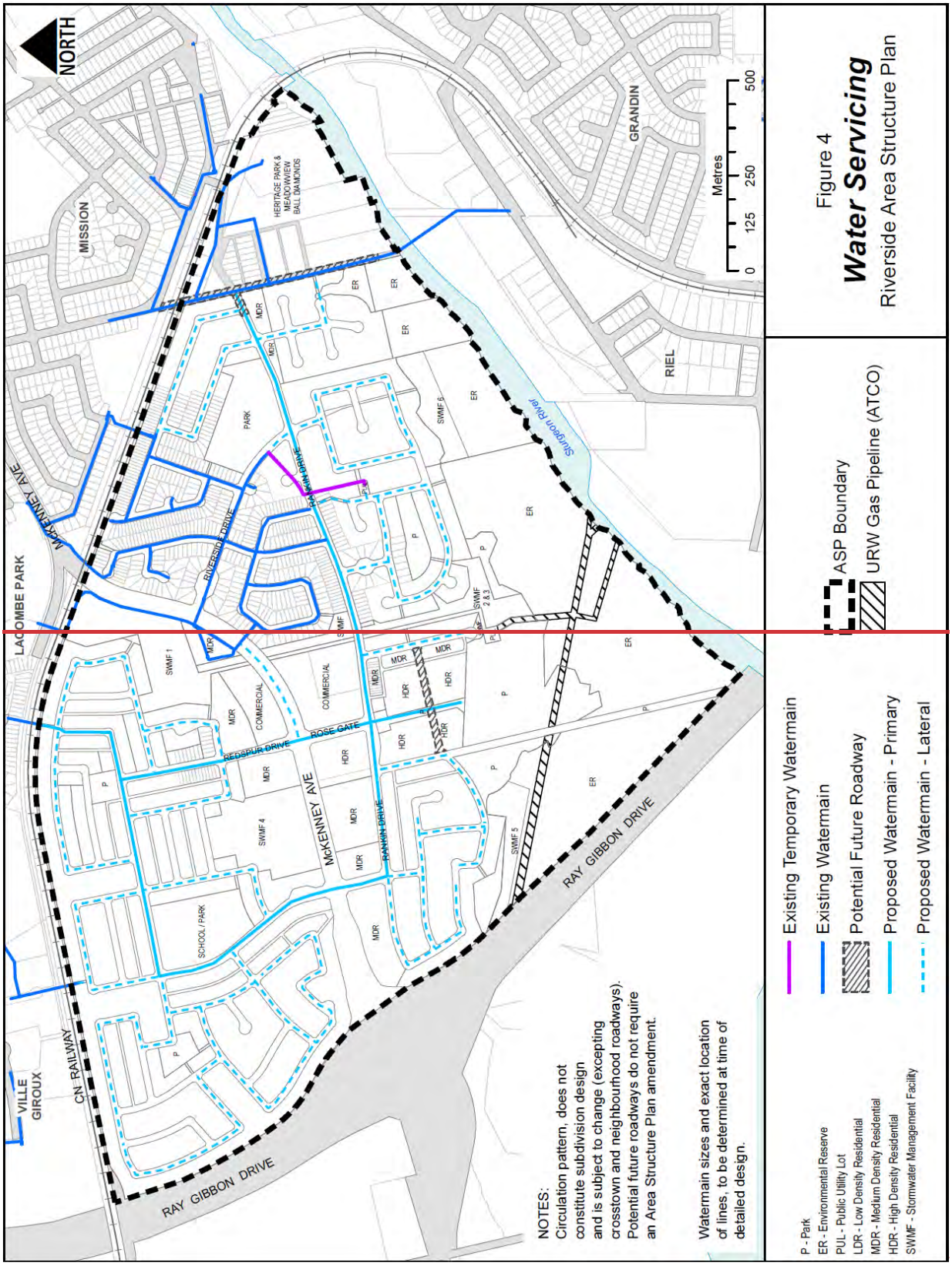
The existing maps are for reference. After the first Figure 12 are the replacement figures.

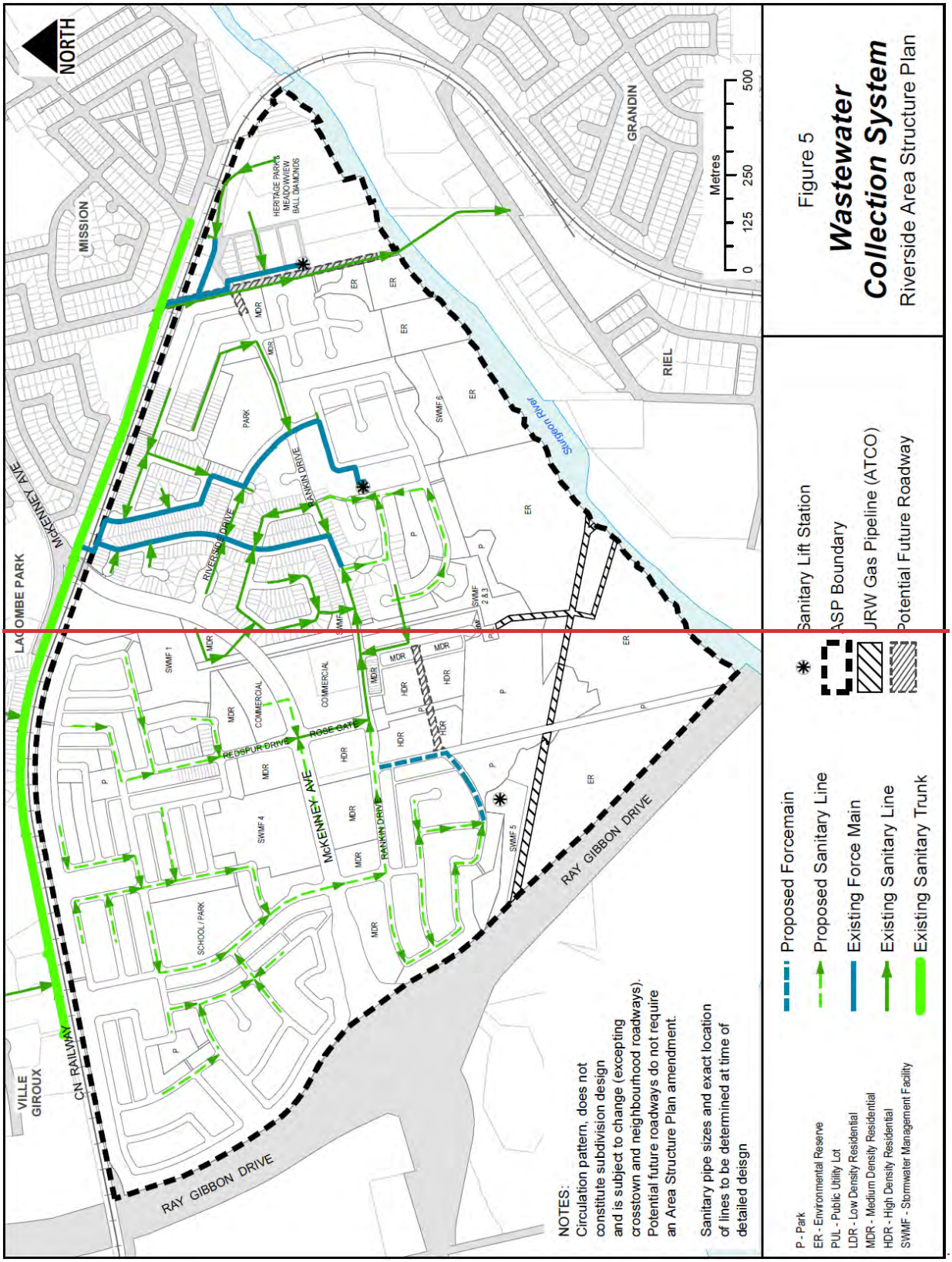


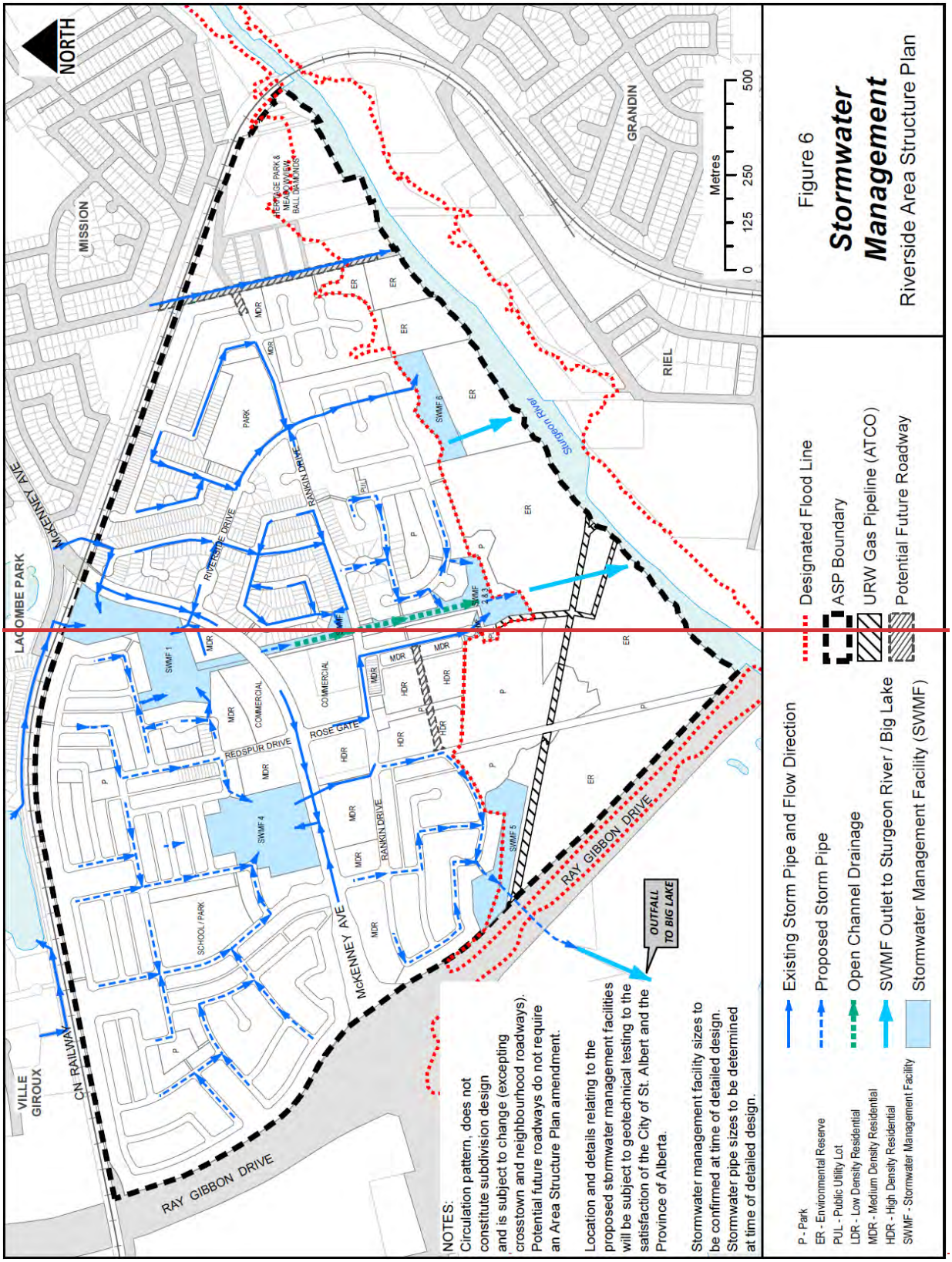
Figure 1
Location Map
Riverside Area Structure Plan

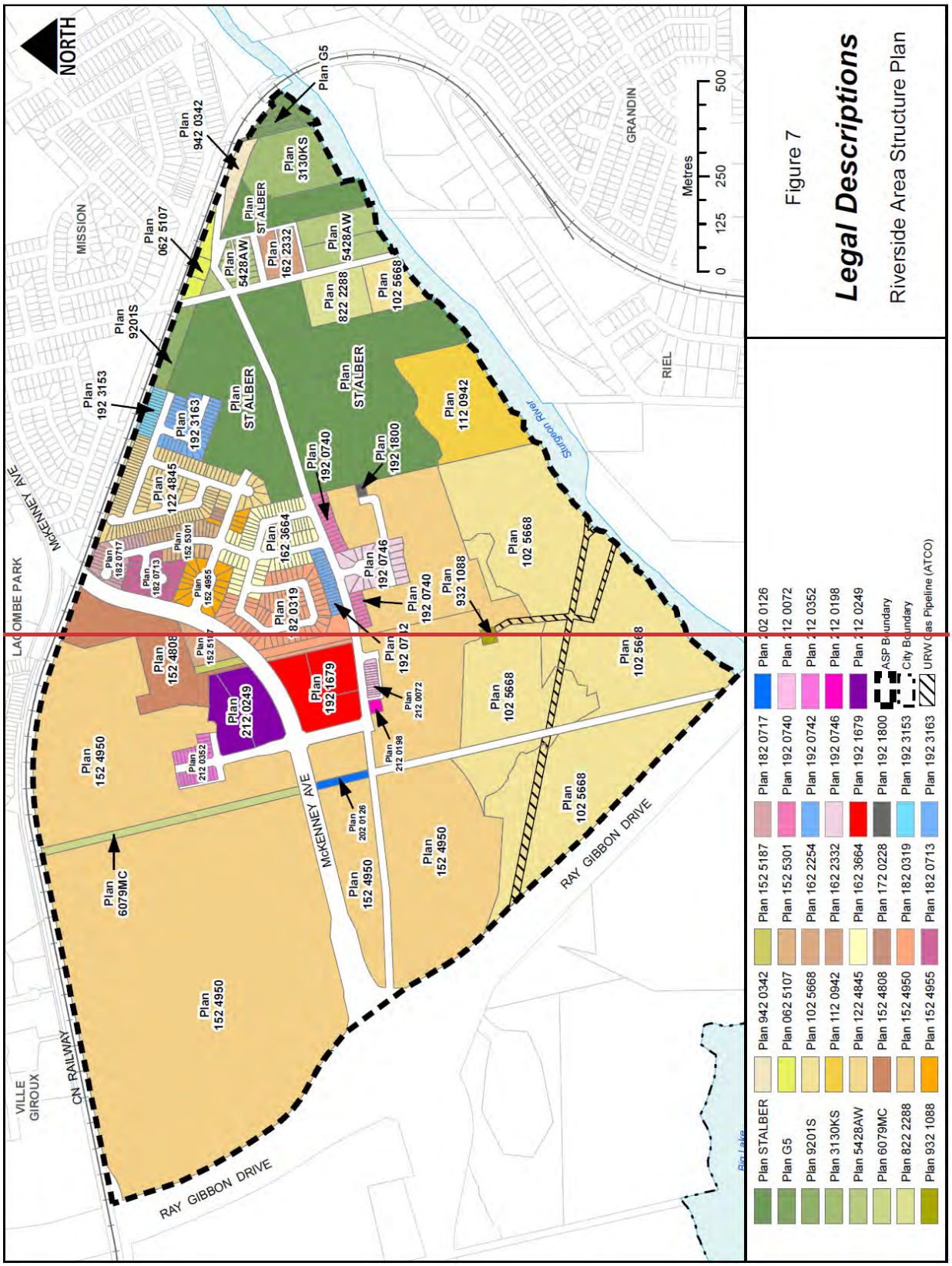

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
McKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
RIVERSIDE DRIVE
RANKIN DRIVE
REDWING WYND
REDSPUR DRIVE
ROSE GATE
McKENNEY AVE
RANKIN DRIVE
RAY GIBBON DRIVE
Sturgeon River
Metres
0 125 250 500
Figure 2
Future Land Use
Riverside Area Structure Plan
W Walkway
Trail
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Mixed-use Node
Environmental Reserve
Heritage Recreational Area
Stormwater Management Facility
Public Utility Lot
Potential Future Roadway
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
School / Park
Park
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Proposed alignment of walkways and trails are subject to change.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.

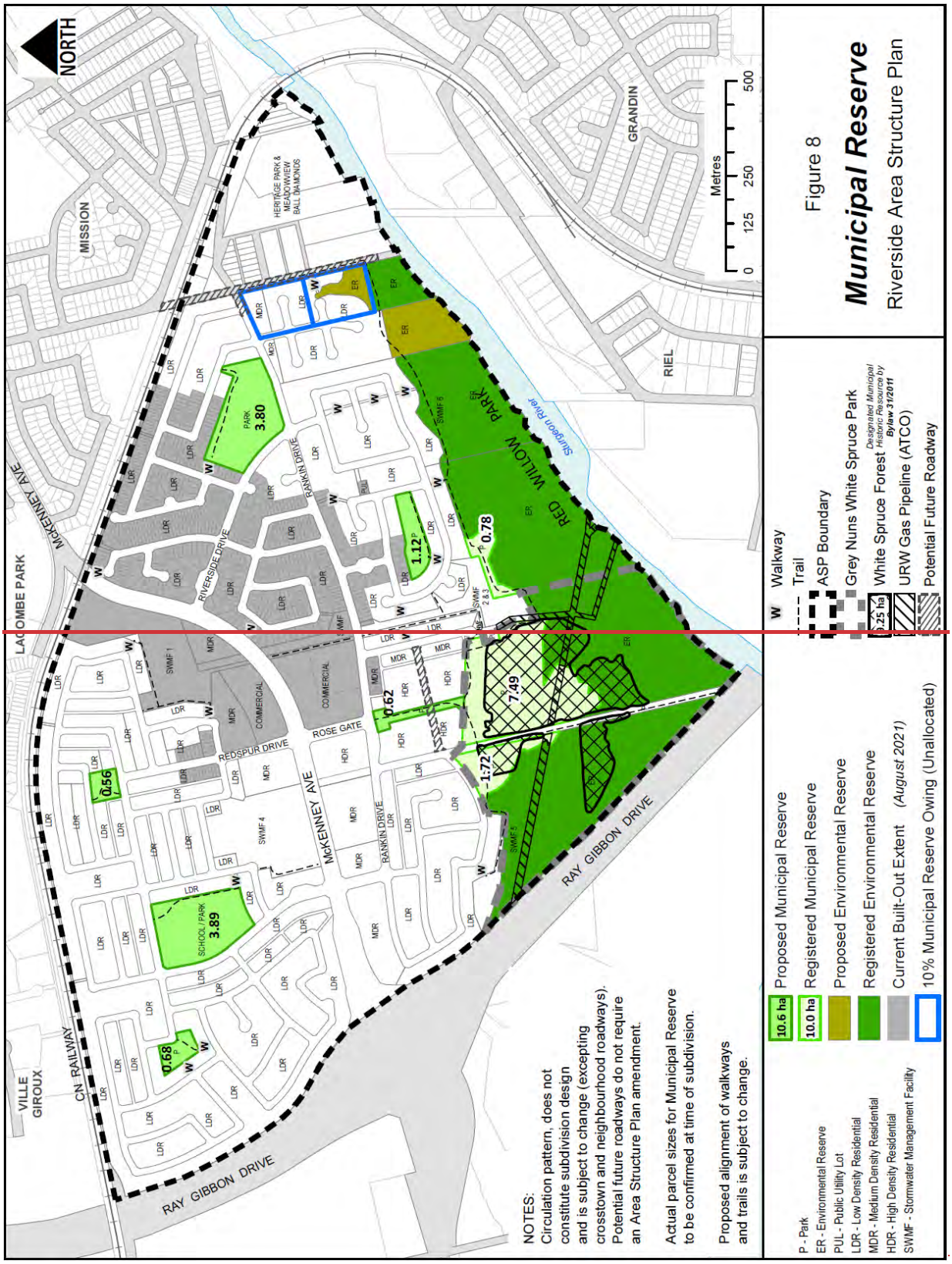

NORTH
MISSION
MISSION AVE
MEADOWVIEW DRIVE
MEADOWVIEW LANE
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
GRANDIN
RIEL
Sturgeon River
Metres
0
125
250
500
LACOMBE PARK
McKENNEY AVE
RIVERSIDE DRIVE
RANKIN DRIVE
REDSPUR DRIVE
ROSE GATE
McKENNEY AVE
RANKIN DRIVE
RAY GIBBON DRIVE
RAY GIBBON DRIVE
CN RAILWAY
VILLE GIROUX
PARK
SCHOOL / PARK
SWMF 1
SWMF 4
SWMF 5
SWMF 6
SWMF 2 & 3
COMMERCIAL
COMMERCIAL
LDR
MDR
HDR
ER
P
PUL
W
Figure 3
Transportation
Riverside Area Structure Plan
W Walkway
Trail
ASP Boundary
URW Gas Pipeline (ATCO)
Crosstown
Neighbourhood
Local Road
Lane
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not requrie an Area Strcuture Plan amendment.
Any proposed change to configuration and / or designation of crosstown, or neighbourhood roadways shall be subject to an ASP amendment.
Proposed alignment of walkways and trails subject to change.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility

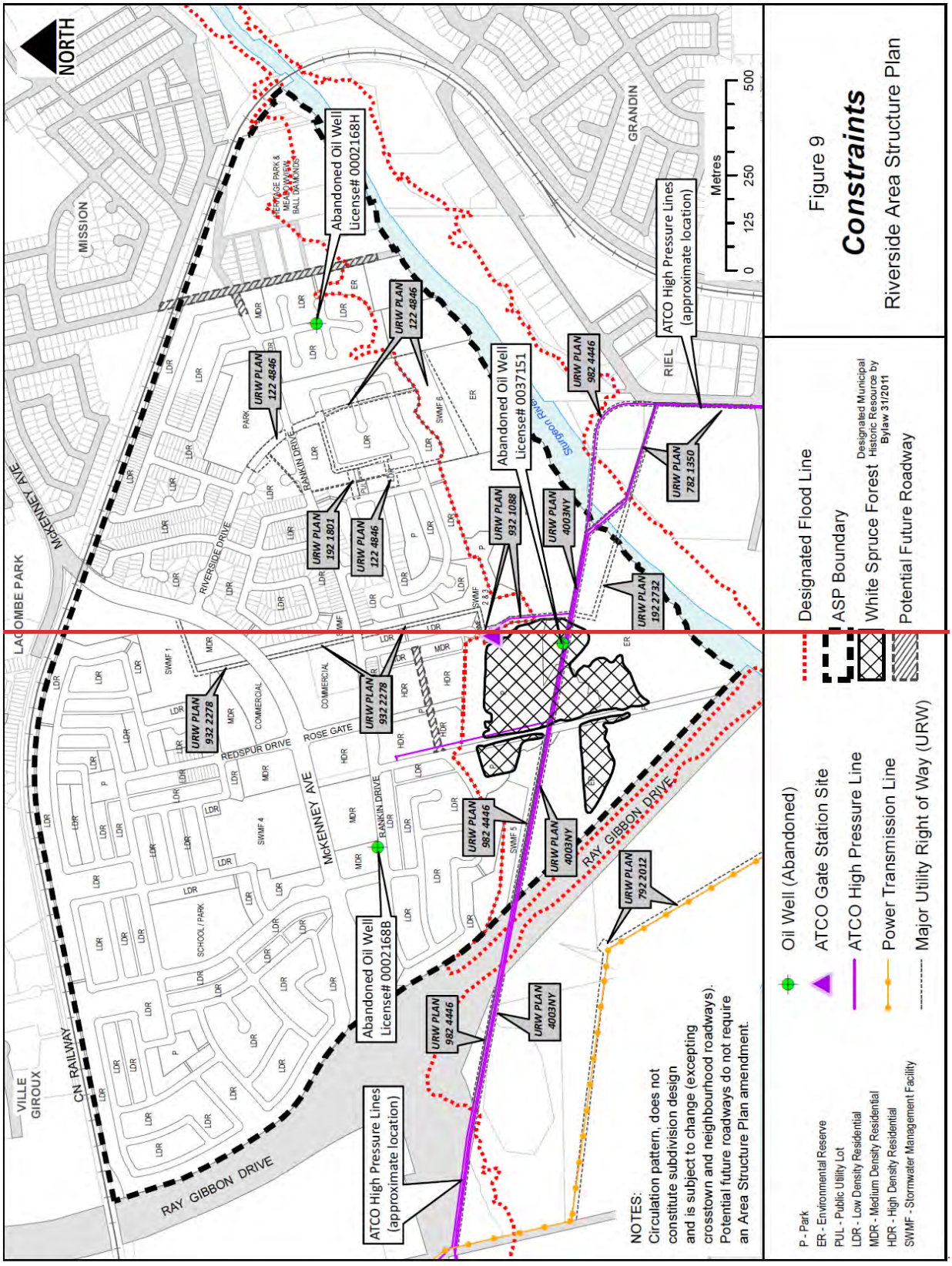

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
RIVERSIDE DRIVE
RANCH DRIVE
REDSPUR DRIVE
ROSE GATE
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
Sturgeon River
PARK
SCHOOL / PARK
COMMERCIAL
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
MDR
HDR
ER
P
Metres
0
125
250
500
Figure 4
Water Servicing
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Existing Temporary Watermain
Existing Watermain
Potential Future Roadway
Proposed Watermain - Primary
Proposed Watermain - Lateral
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Watermain sizes and exact location of lines, to be determined at time of detailed design.

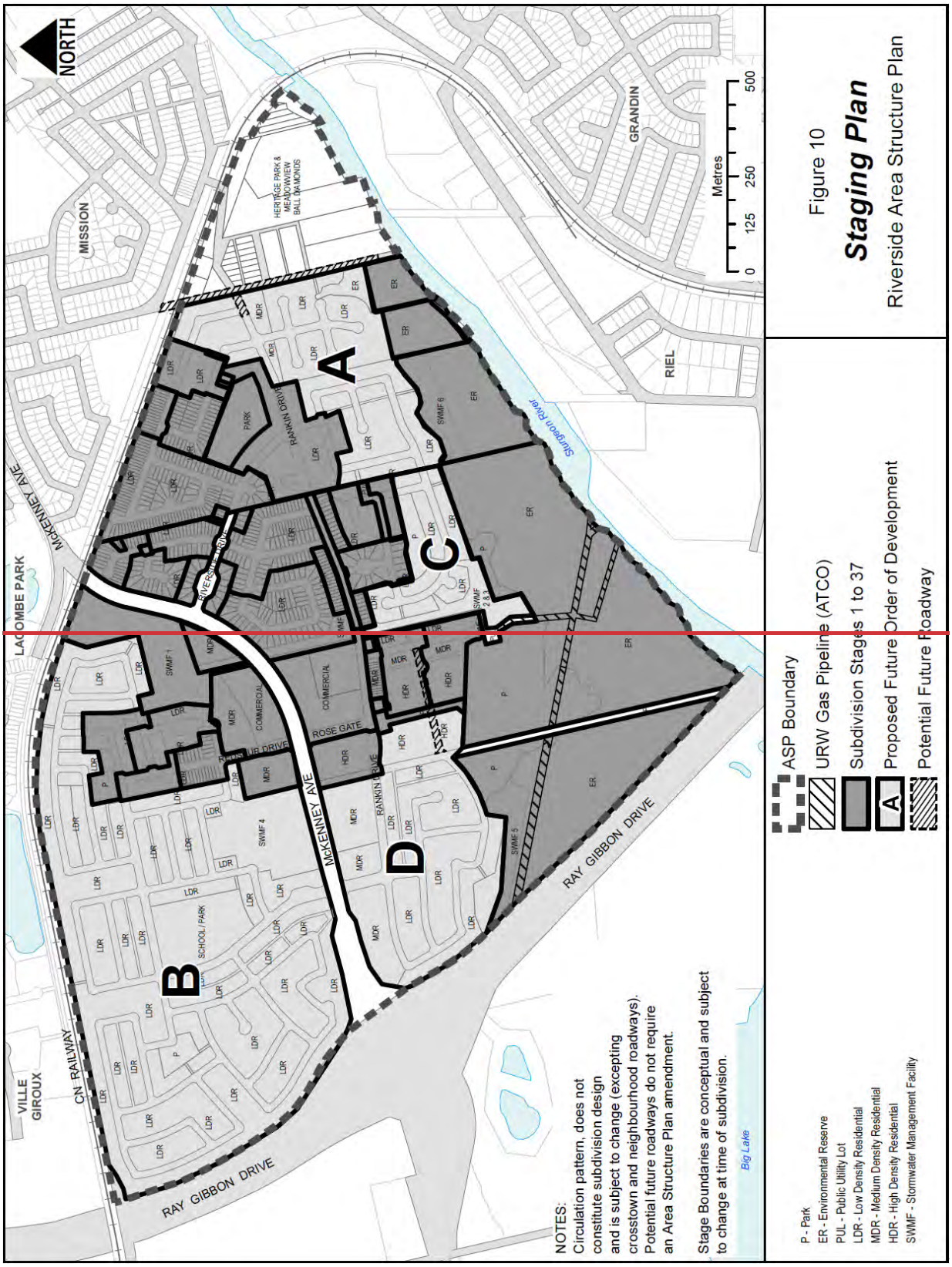

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
RIVERSIDE DRIVE
RANKIN DRIVE
ROSE OATE
REDPUR DRIVE
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SCHOOL / PARK
PARK
COMMERCIAL
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
Sturgeon River
MDR
HDR
ER
P
Metres
0
125
250
500
Figure 5
Wastewater Collection System
Riverside Area Structure Plan
Proposed Forcemain
Proposed Sanitary Line
Existing Force Main
Existing Sanitary Line
Existing Sanitary Trunk
Sanitary Lift Station
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Sanitary pipe sizes and exact location of lines to be determined at time of detailed deisgn

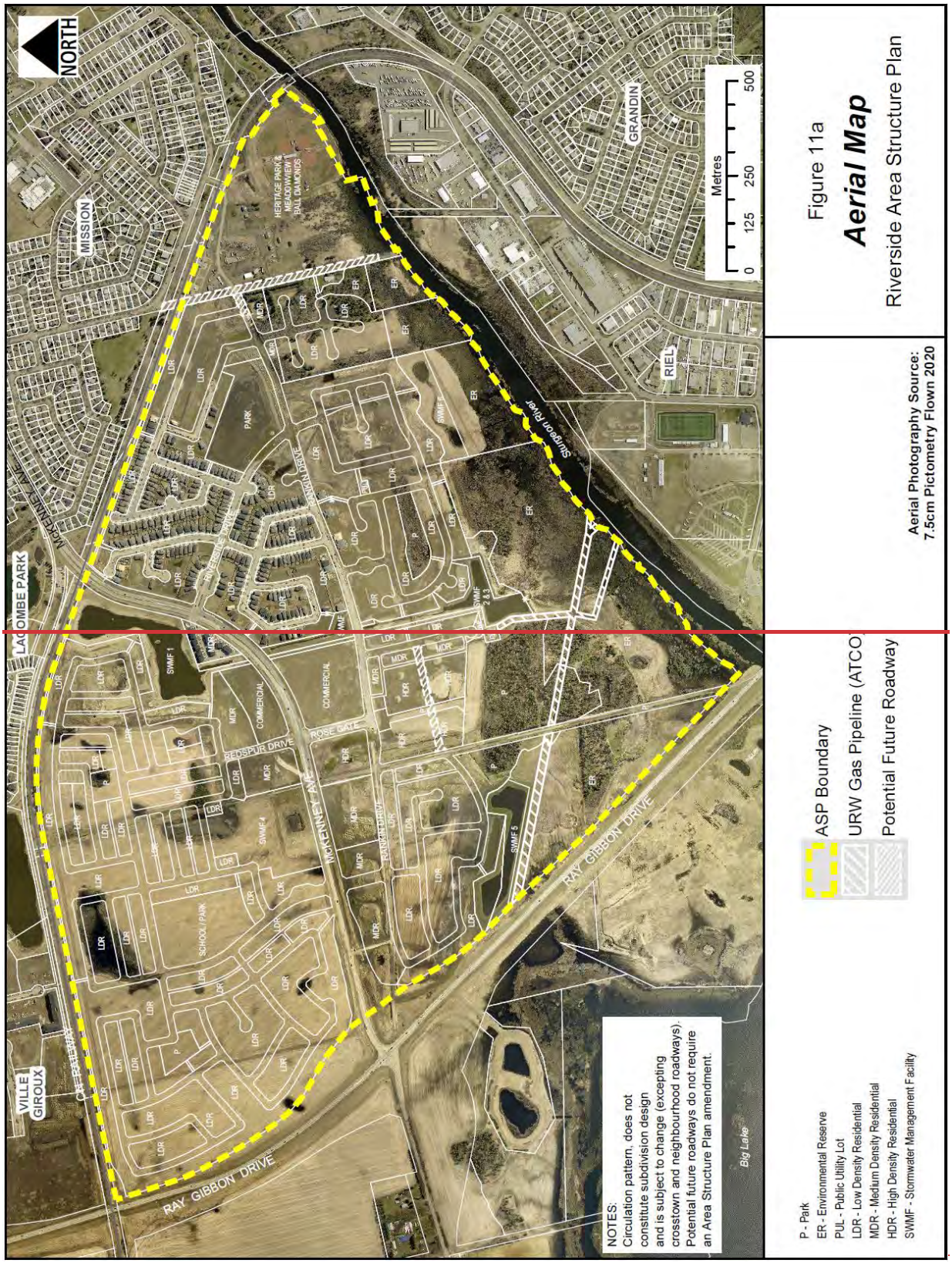

NORTH
LACOMBE PARK
MISSION
GRANDIN
RIEL
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
RIVERSIDE DRIVE
RANKIN DRIVE
ROSE GATE
REDSPUR DRIVE
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SCHOOL / PARK
PARK
COMMERCIAL
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
OUTFALL TO BIG LAKE
0 125 250 500
Metres
Figure 6
Stormwater Management
Riverside Area Structure Plan
Existing Storm Pipe and Flow Direction
Proposed Storm Pipe
Open Channel Drainage
SWMF Outlet to Sturgeon River / Big Lake
Stormwater Management Facility (SWMF)
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.

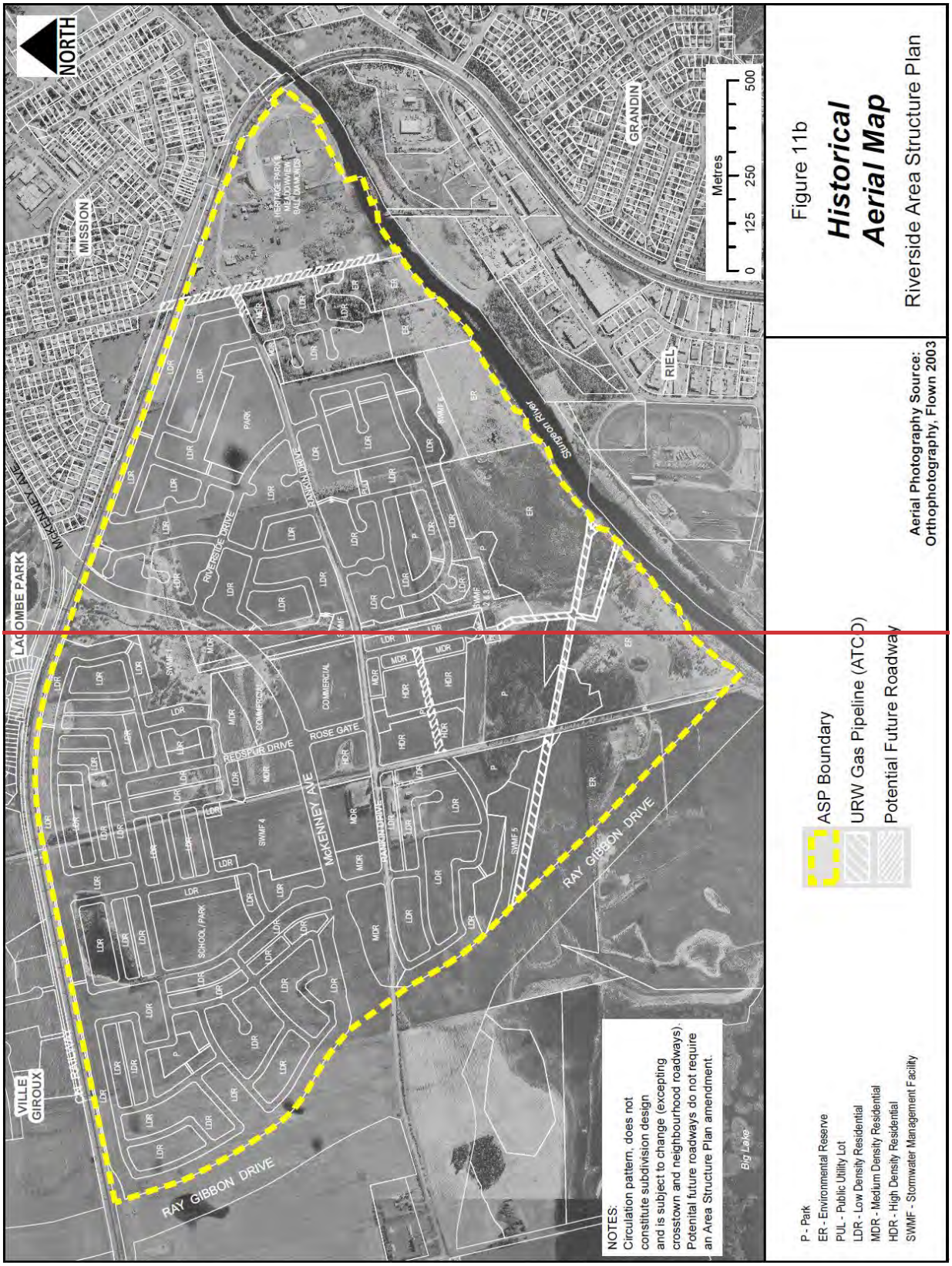

NORTH
Figure 7
Legal Descriptions
Riverside Area Structure Plan
Metres
0
125
250
500
MISSION
GRANDIN
RIEL
LACOMBE PARK
McKENNEY AVE
CN RAILWAY
VILLE GIROUX
RAY GIBBON DRIVE
Sturgeon River
Big Lake
Plan G5
Plan 942 0342
Plan 062 5107
Plan 9201S
Plan 192 3153
Plan 192 3163
Plan 122 4845
Plan 152 5301
Plan 182 0717
Plan 182 0713
Plan 152 4955
Plan 162 3664
Plan 82 0319
Plan 152 5187
Plan 152 4808
Plan 212 0249
Plan 212 0352
Plan 192 1679
Plan 212 0072
Plan 212 0198
Plan 202 0126
Plan 192 0740
Plan 192 0746
Plan 192 0742
Plan 192 1800
Plan 112 0942
Plan 932 1088
Plan 102 5668
Plan 822 2288
Plan 162 2332
Plan 5428AW
Plan 3130KS
Plan STALBER
Plan 6079MC
Plan 152 4950
Plan 112 0072
Plan 112 0352
Plan 112 0198
Plan 112 0249
Plan 172 0228
Plan 182 0319
Plan 152 4955
ASP Boundary
City Boundary
URW Gas Pipeline (ATCO)

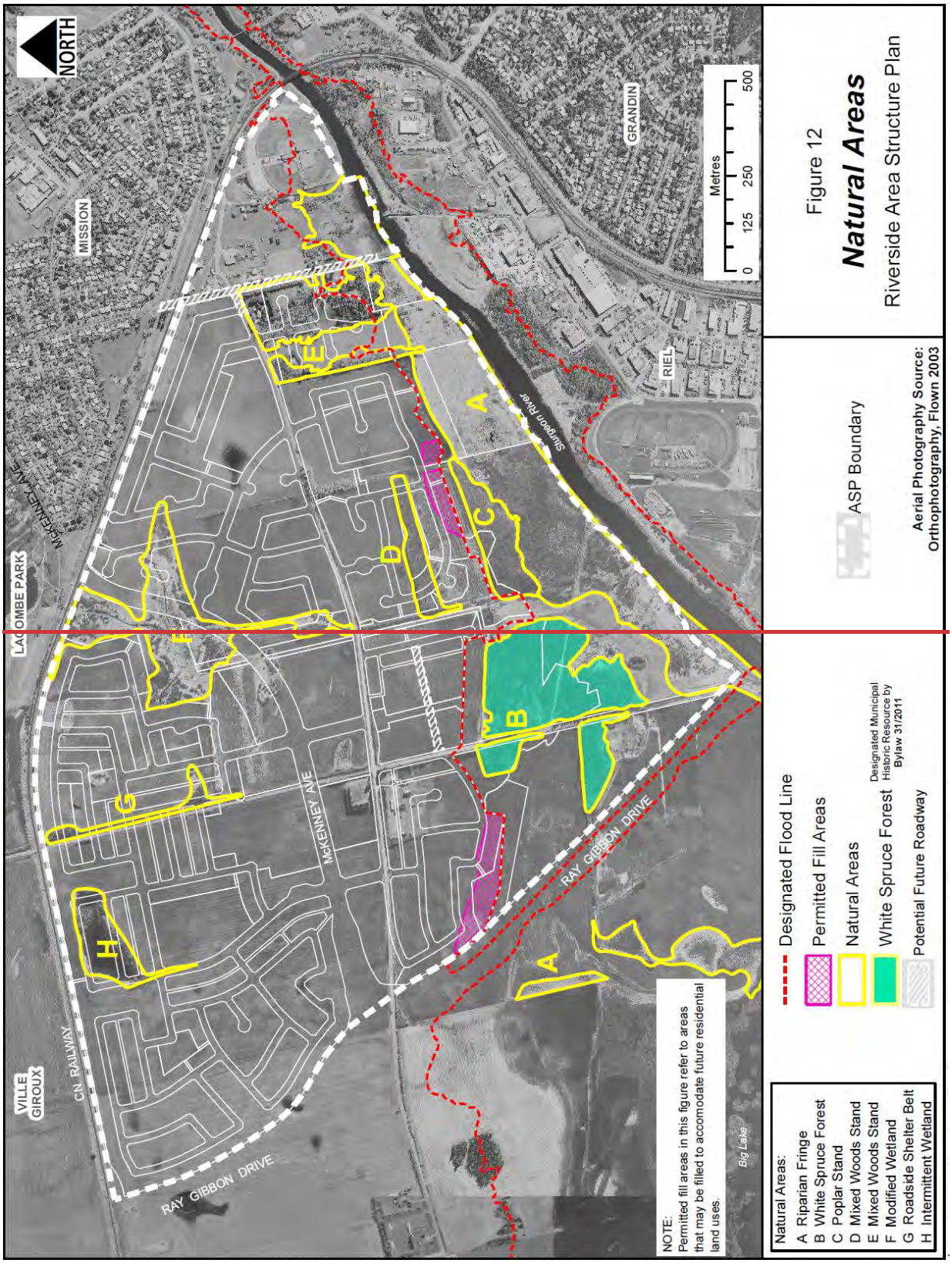

NORTH
Figure 8
Municipal Reserve
Riverside Area Structure Plan
Metres
0
125
250
500
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Actual parcel sizes for Municipal Reserve to be confirmed at time of subdivision.
Proposed alignment of walkways and trails is subject to change.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
10.6 ha Proposed Municipal Reserve
10.0 ha Registered Municipal Reserve
Proposed Environmental Reserve
Registered Environmental Reserve
Current Built-Out Extent (August 2021)
10% Municipal Reserve Owing (Unallocated)
W Walkway
Trail
ASP Boundary
Grey Nuns White Spruce Park
7.25 ha White Spruce Forest Historic Resource by Bylaw 31/2011
URW Gas Pipeline (ATCO)
Potential Future Roadway
Designated Municipal
RAY GIBBON DRIVE
MISSION
LACOMBE PARK
McKENNEY AVE
GRANDIN
RIEL
VILLE GIROUX
CN RAILWAY
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
RED WILLOW PARK
Sturgeon River
PARK 3.80
SCHOOL/PARK 3.89
COMMERCIAL
ROSE GATE
REDSPUR DRIVE
RIVERSIDE DRIVE
RANKIN DRIVE
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
0.56
0.68
0.62
0.78
1.12
7.49
1.72

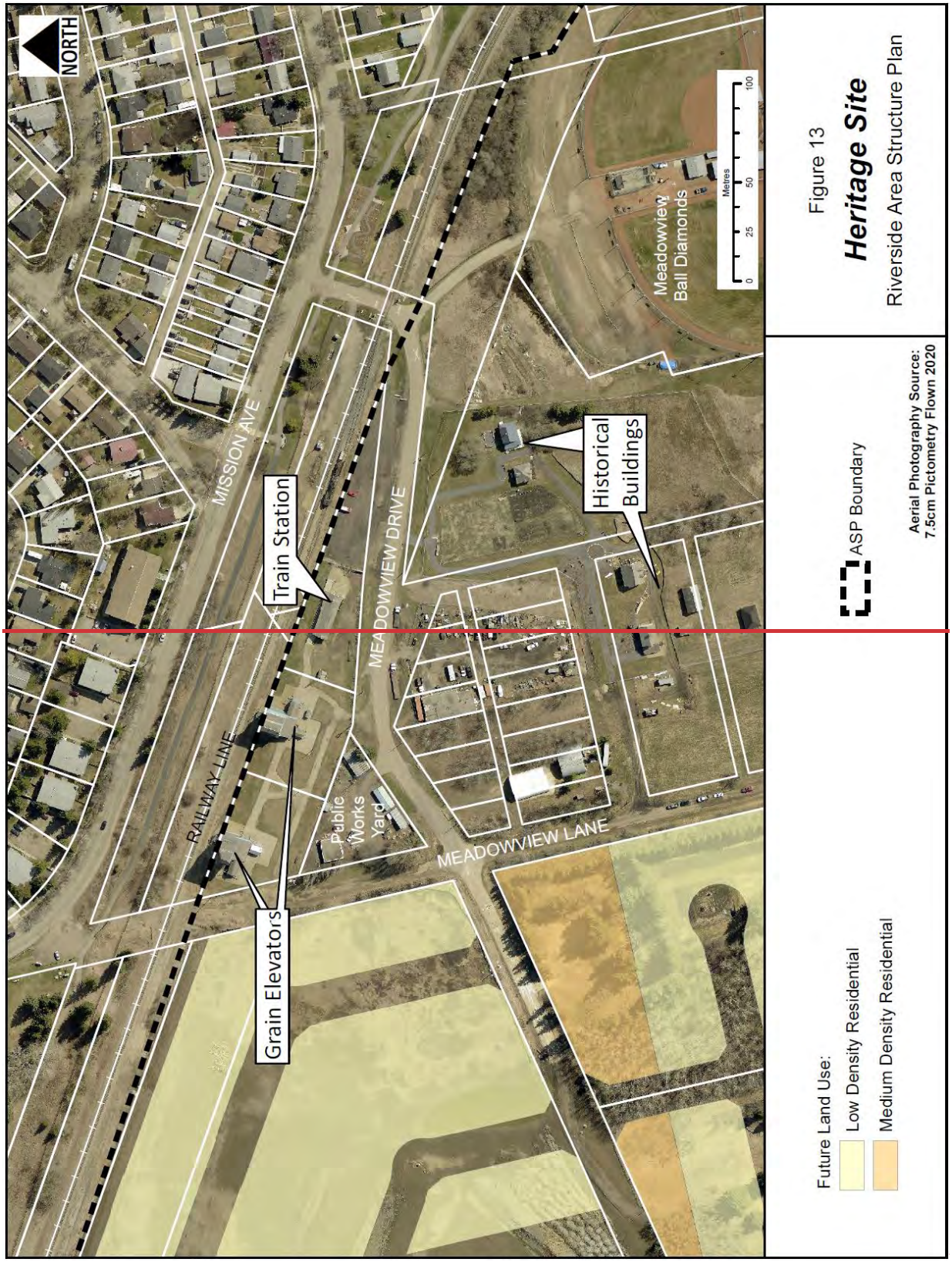

NORTH
Figure 9
Constraints
Riverside Area Structure Plan
Metres
0 125 250 500
Oil Well (Abandoned)
ATCO Gate Station Site
ATCO High Pressure Line
Power Transmission Line
Major Utility Right of Way (URW)
Designated Flood Line
ASP Boundary
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Potential Future Roadway
Abandoned Oil Well License# 0002168H
Abandoned Oil Well License# 0037151
Abandoned Oil Well License# 0002168B
ATCO High Pressure Lines (approximate location)
ATCO High Pressure Lines (approximate location)
RAY GIBBON DRIVE
McKENNEY AVE
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
REDSPUR DRIVE
ROSE GATE
RANKIN DRIVE
RIVERSIDE DRIVE
COMMERCIAL
SCHOOL / PARK
Sturgeon River
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility

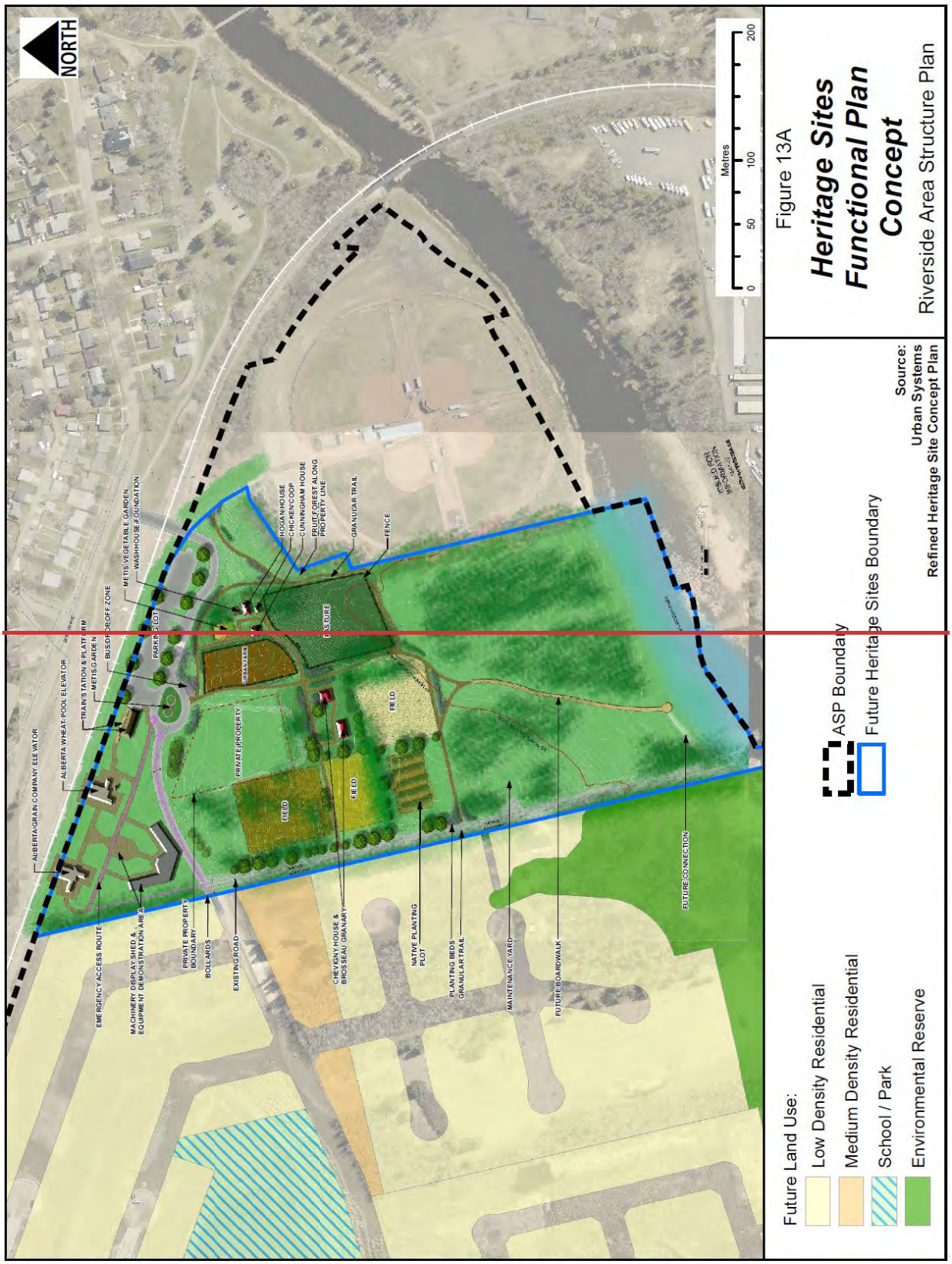

NORTH
MISSION
LACOMBE PARK
McKENNEY AVE
CN RAILWAY
VILLE GIROUX
RAY GIBBON DRIVE
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
GRANDIN
RIEL
Sturgeon River
Big Lake
ROSE GATE
RANKIN DRIVE
COMMERCIAL
SCHOOL / PARK
PARK
SWMF 1
SWMF 4
SWMF 5
SWMF 6
SWMF 2 & 3
A
B
C
D
LDR
MDR
HDR
ER
P
Metres
0 125 250 500
Figure 10
Staging Plan
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Subdivision Stages 1 to 37
Proposed Future Order of Development
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Stage Boundaries are conceptual and subject to change at time of subdivision.

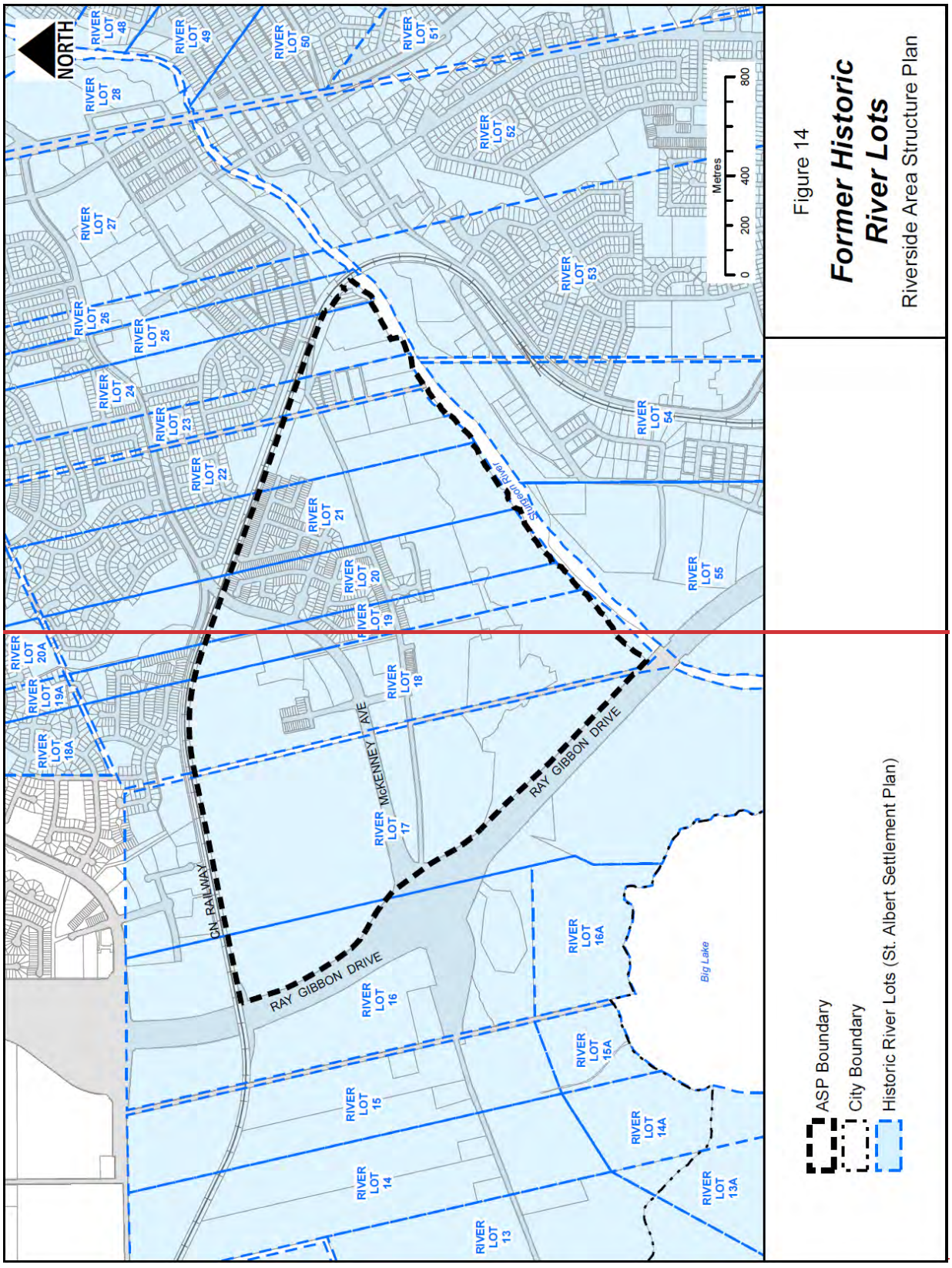

NORTH
Figure 11a
Aerial Map
Riverside Area Structure Plan
Metres
0 125 250 500
Aerial Photography Source:
7.5cm Pictometry Flown 2020
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
RAY GIBBON DRIVE
MCKENNEY AVE
REDSPUR DRIVE
ROSE GATE
COMMERCIAL
SCHOOL / PARK
PARK
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
Big Lake

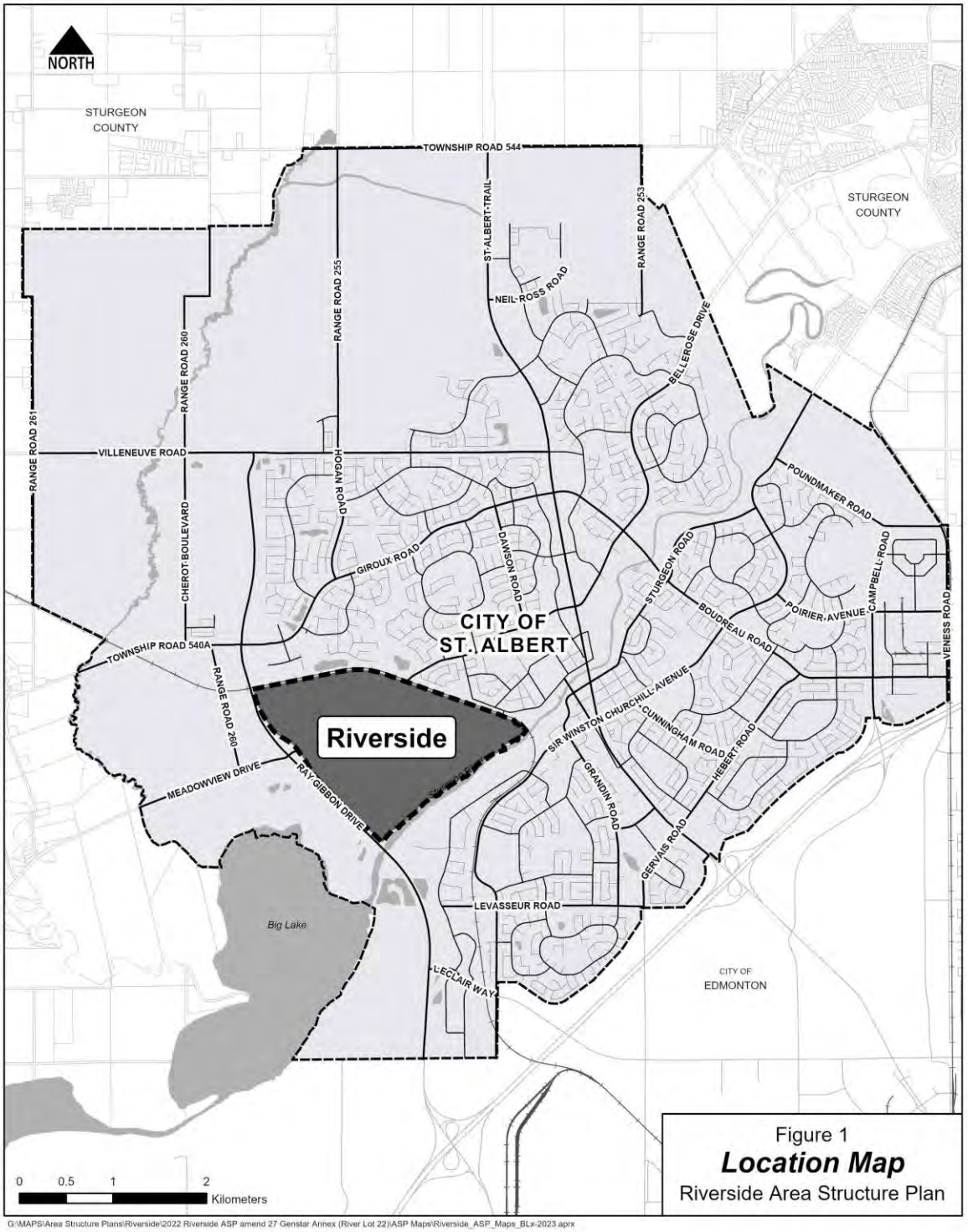

NORTH
MISSION
GRANDIN
RIEL
Sturgeon River
LACOMBE PARK
VILLE GIROUX
McKENNEY AVE
RAY GIBBON DRIVE
RIVERSIDE DRIVE
ROSE GATE
REDSPUR DRIVE
SCHOOL / PARK
PARK
COMMERCIAL
SWMF 4
SWMF 5
Big Lake
Metres
0 125 250 500
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potenital future roadways do not require an Area Structure Plan amendment.
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Aerial Photography Source:
Orthophotography, Flown 2003
Figure 11b
Historical Aerial Map
Riverside Area Structure Plan

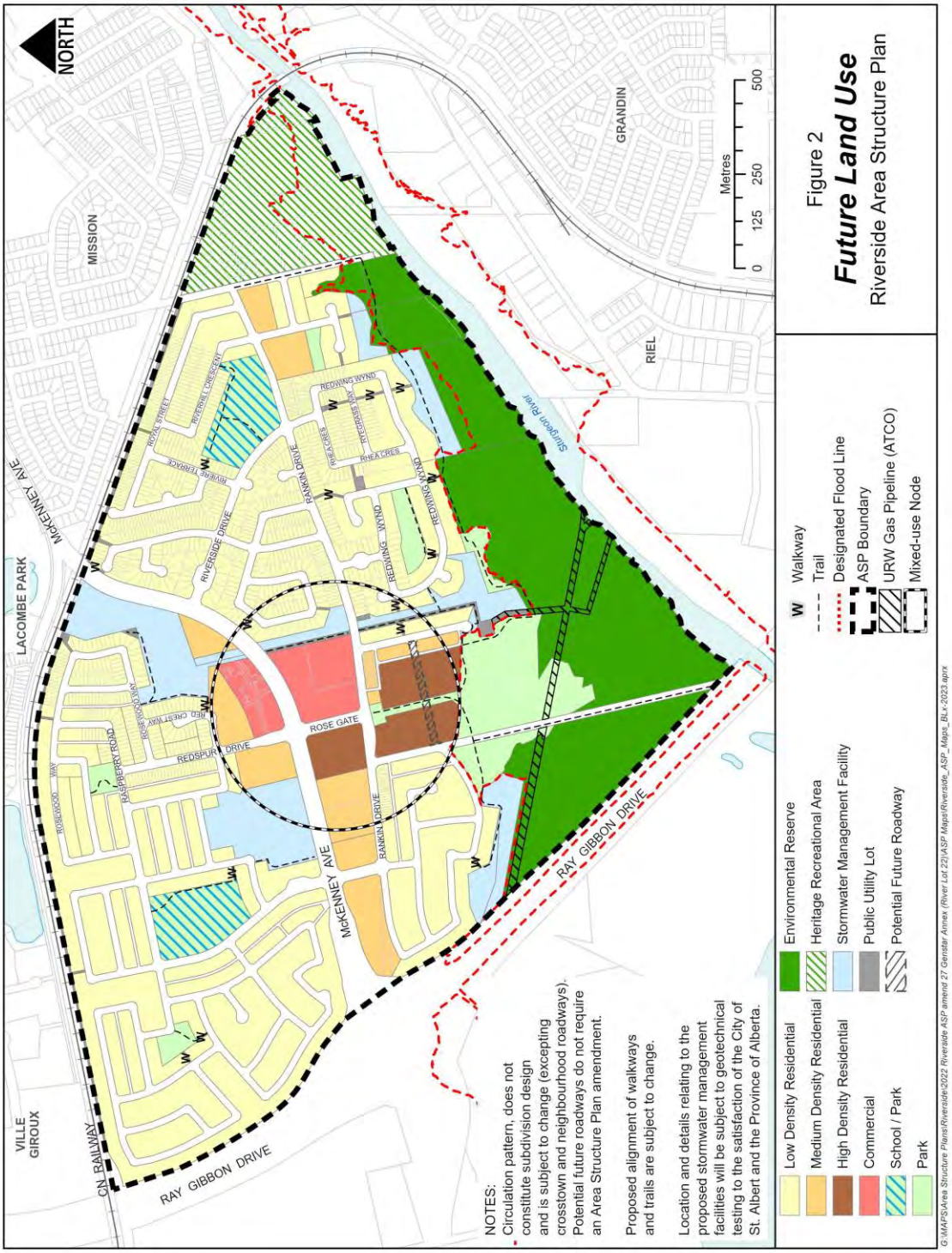

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
McKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
Sturgeon River
Big Lake
Metres
0 125 250 500
Figure 12
Natural Areas
Riverside Area Structure Plan
ASP Boundary
Aerial Photography Source: Orthophotography, Flown 2003
Designated Flood Line
Permitted Fill Areas
Natural Areas
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Potential Future Roadway
Natural Areas:
A Riparian Fringe
B White Spruce Forest
C Poplar Stand
D Mixed Woods Stand
E Mixed Woods Stand
F Modified Wetland
G Roadside Shelter Belt
H Intermittent Wetland
NOTE:
Permitted fill areas in this figure refer to areas that may be filled to accomodate future residential land uses.

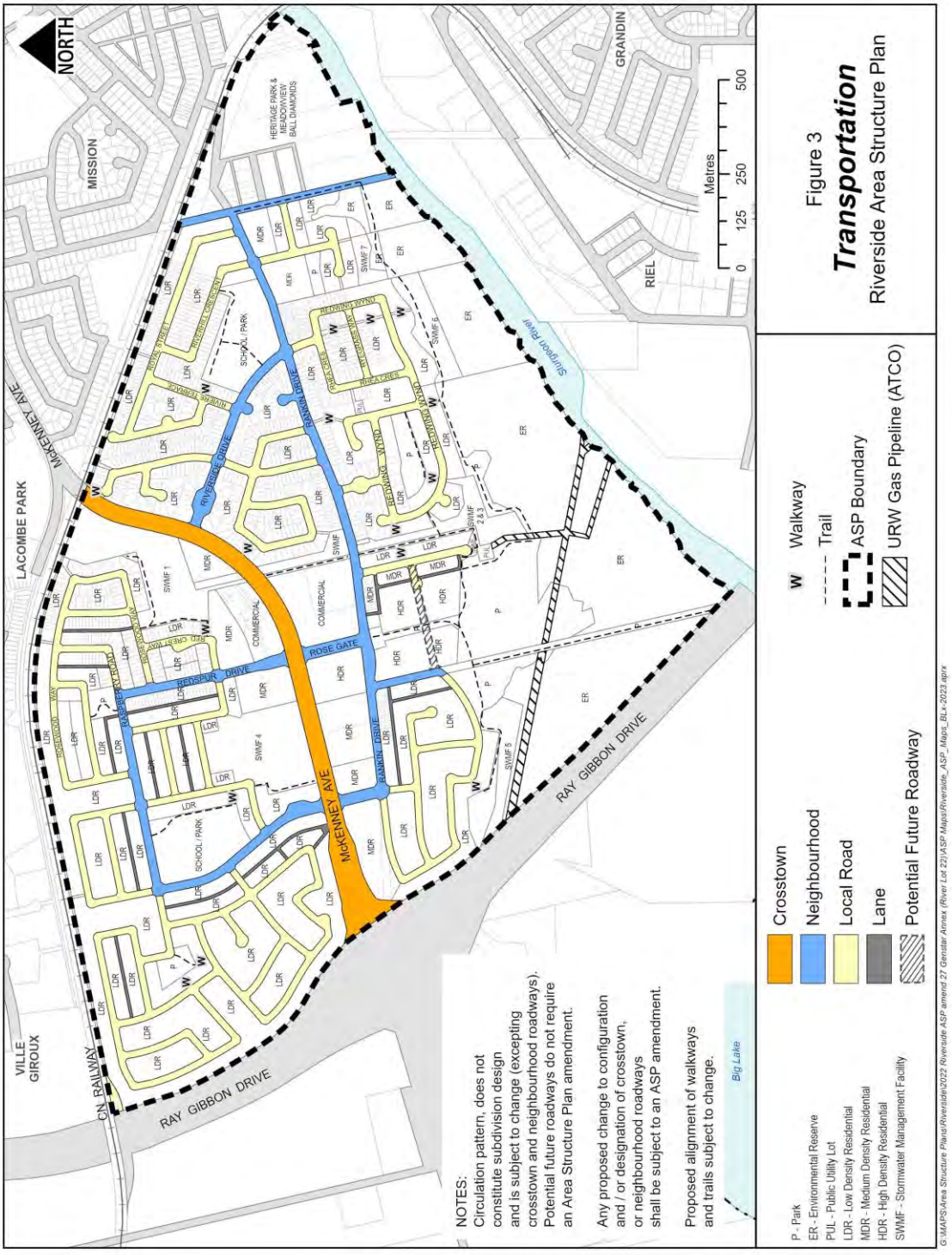

NORTH
MISSION AVE
Train Station
MEADOWVIEW DRIVE
Historical Buildings
Meadowview Ball Diamonds
Metres
0
25
50
100
RAILWAY LINE
Public Works Yard
MEADOWVIEW LANE
Grain Elevators
Figure 13
Heritage Site
Riverside Area Structure Plan
ASP Boundary
Aerial Photography Source:
7.5cm Pictometry Flown 2020
Future Land Use:
Low Density Residential
Medium Density Residential

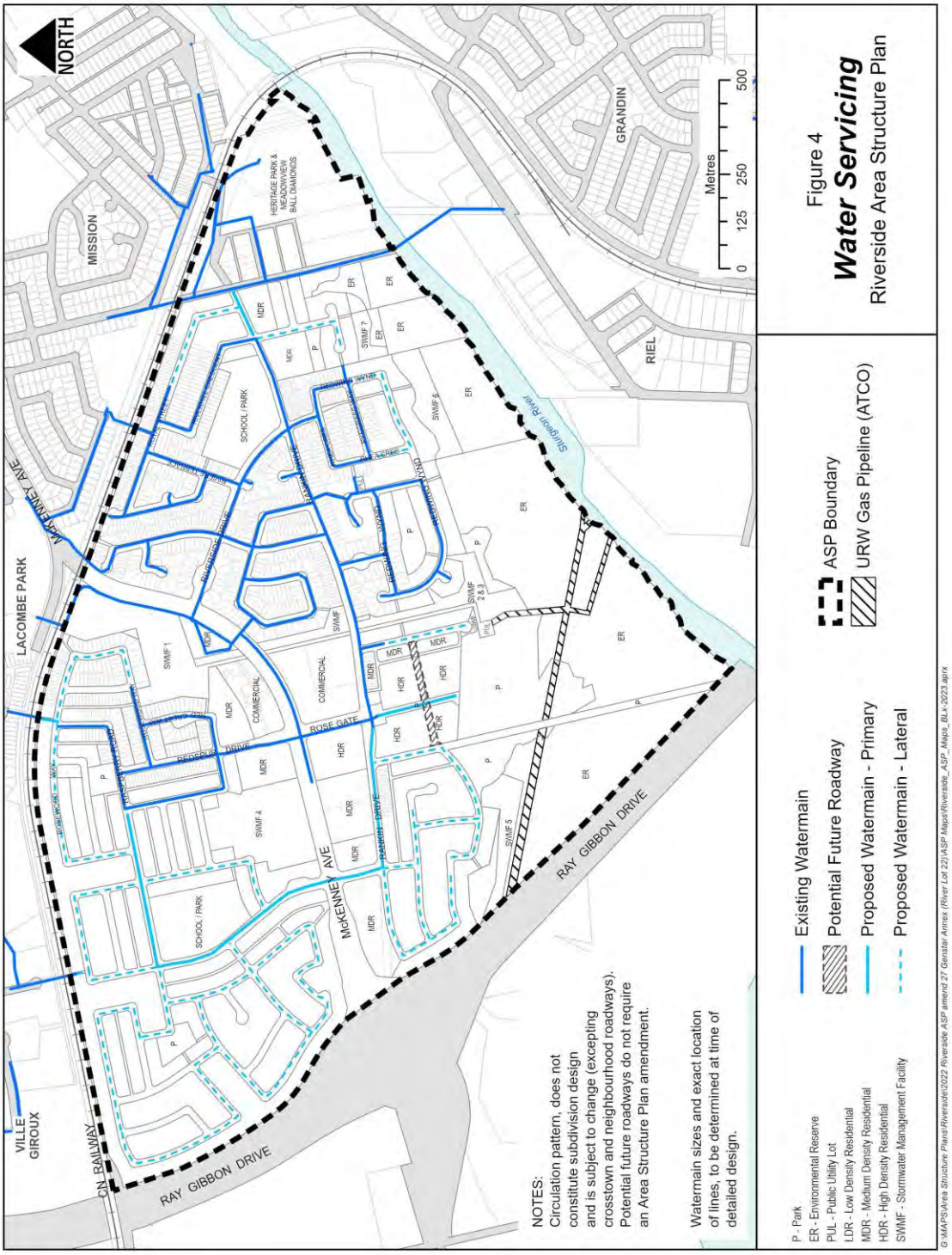

NORTH
Metres
0
50
100
200
Figure 13A
Heritage Sites Functional Plan Concept
Riverside Area Structure Plan
Refined Heritage Site Concept Plan
Source: Urban Systems
ASP Boundary
Future Heritage Sites Boundary
Future Land Use:
Low Density Residential
Medium Density Residential
School / Park
Environmental Reserve
ALBERTA GRAIN COMPANY ELEVATOR
ALBERTA WHEAT POOL ELEVATOR
TRANSITATION & PLATFORM
METIS GARDEN
BUS/DROP-OFF ZONE
METIS VEGETABLE GARDEN
WASHHOUSE FOUNDATION
PARKING LOT
HOGAN HOUSE
CHICKEN COOP
CUNNINGHAM HOUSE
FRUIT FOREST ALONG PROPERTY LINE
GRANULAR TRAIL
FENCE
GRANARY
PRIVATE PROPERTY
FIELD
FIELD
FIELD
EMERGENCY ACCESS ROUTE
MACHINERY DISPLAY SHED & EQUIPMENT DEMONSTRATION AREA
PRIVATE PROPERTY BOUNDARY
BOLLARDS
EXISTING ROAD
CHEVRONY HOUSE & BIRCS SEAU GRANARY
NATIVE PLANTING PLOT
PLANTING BEDS
GRANULAR TRAIL
MAINTENANCE YARD
FUTURE BOARDWALK
FUTURE CONNECTION

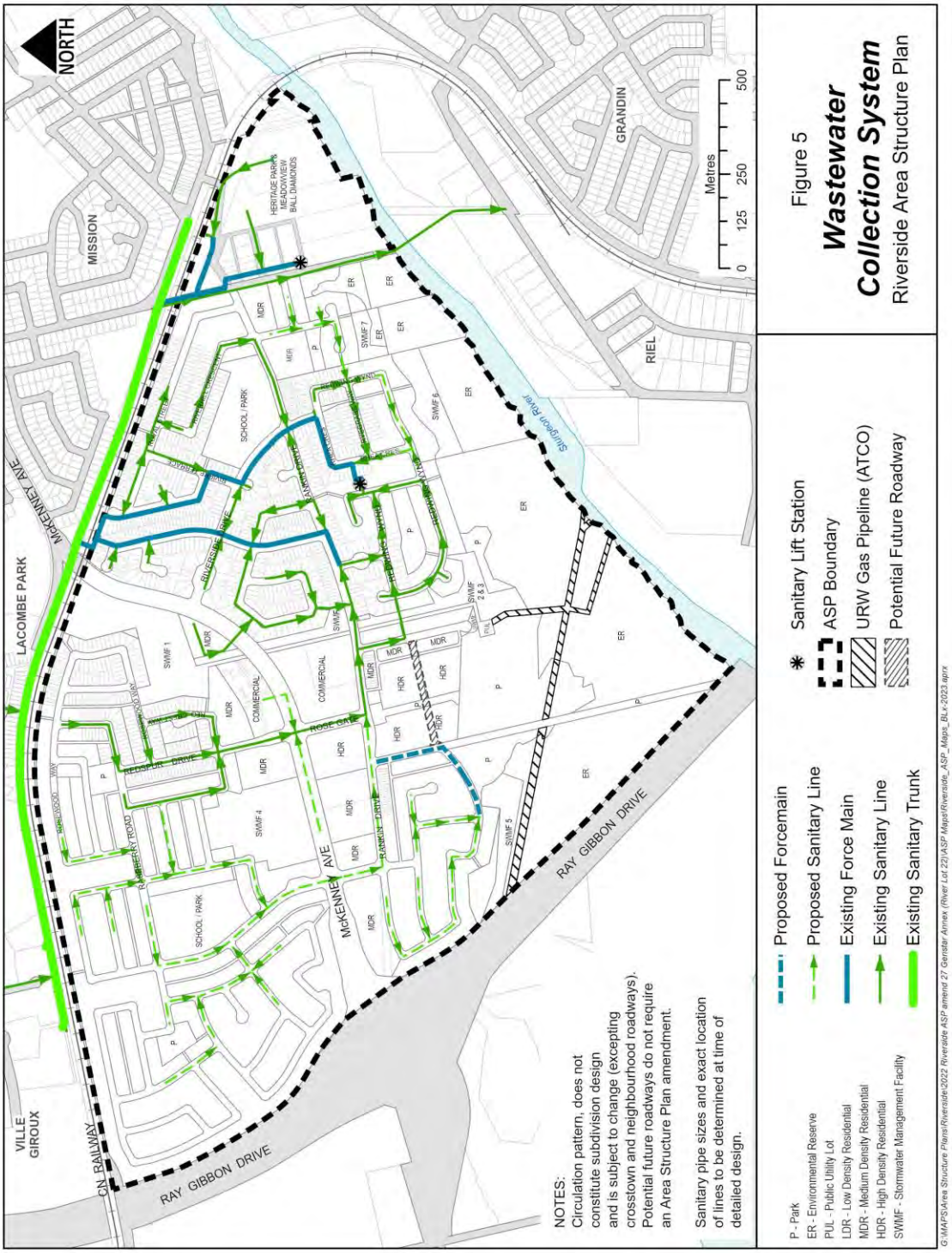

NORTH
RIVER LOT 48
RIVER LOT 49
RIVER LOT 50
RIVER LOT 51
RIVER LOT 52
RIVER LOT 53
RIVER LOT 54
RIVER LOT 55
RIVER LOT 28
RIVER LOT 27
RIVER LOT 26
RIVER LOT 25
RIVER LOT 24
RIVER LOT 23
RIVER LOT 22
RIVER LOT 21
RIVER LOT 20
RIVER LOT 19
RIVER LOT 18
RIVER LOT 20A
RIVER LOT 19A
RIVER LOT 18A
RIVER LOT 17
RIVER LOT 16A
RIVER LOT 16
RIVER LOT 15A
RIVER LOT 15
RIVER LOT 14A
RIVER LOT 14
RIVER LOT 13A
RIVER LOT 13
Sturgeon River
McKENNEY AVE
RAY GIBBON DRIVE
CN RAILWAY
Big Lake
Metres
0
200
400
800
Figure 14
Former Historic River Lots
Riverside Area Structure Plan
ASP Boundary
City Boundary
Historic River Lots (St. Albert Settlement Plan)

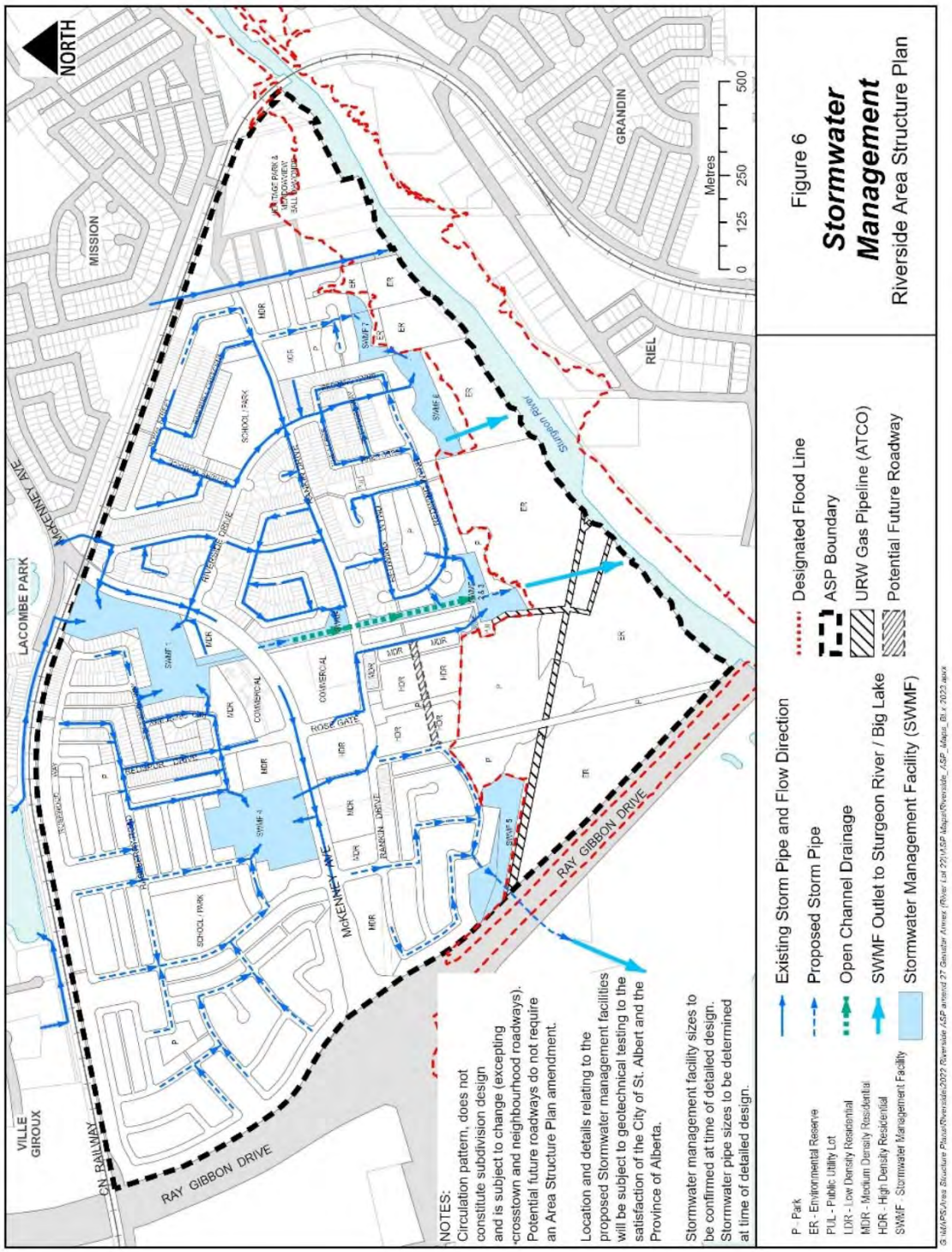

NORTH
STURGEON COUNTY
TOWNSHIP ROAD 544
ST. ALBERT TRAIL
RANGE ROAD 253
NEIL ROSS ROAD
BELLEROSE DRIVE
RANGE ROAD 255
RANGE ROAD 260
RANGE ROAD 261
VILLENEUVE ROAD
HOGAN ROAD
CHEROT BOULEVARD
GIROUX ROAD
DAWSON ROAD
STURGEON ROAD
POUNDMAKER ROAD
CAMPBELL ROAD
VENESS ROAD
POIRIER AVENUE
BOUDREAU ROAD
CITY OF ST. ALBERT
TOWNSHIP ROAD 540A
RANGE ROAD 260
Riverside
SIR WINSTON CHURCHILL AVENUE
CUNNINGHAM ROAD
HEBERT ROAD
MEADOWVIEW DRIVE
RAY GIBBON DRIVE
GRANDIN ROAD
GERVAIS ROAD
LEVASSEUR ROAD
Big Lake
L'ECLAIR WAY
CITY OF EDMONTON
0 0.5 1 2
Kilometers
Figure 1
Location Map
Riverside Area Structure Plan
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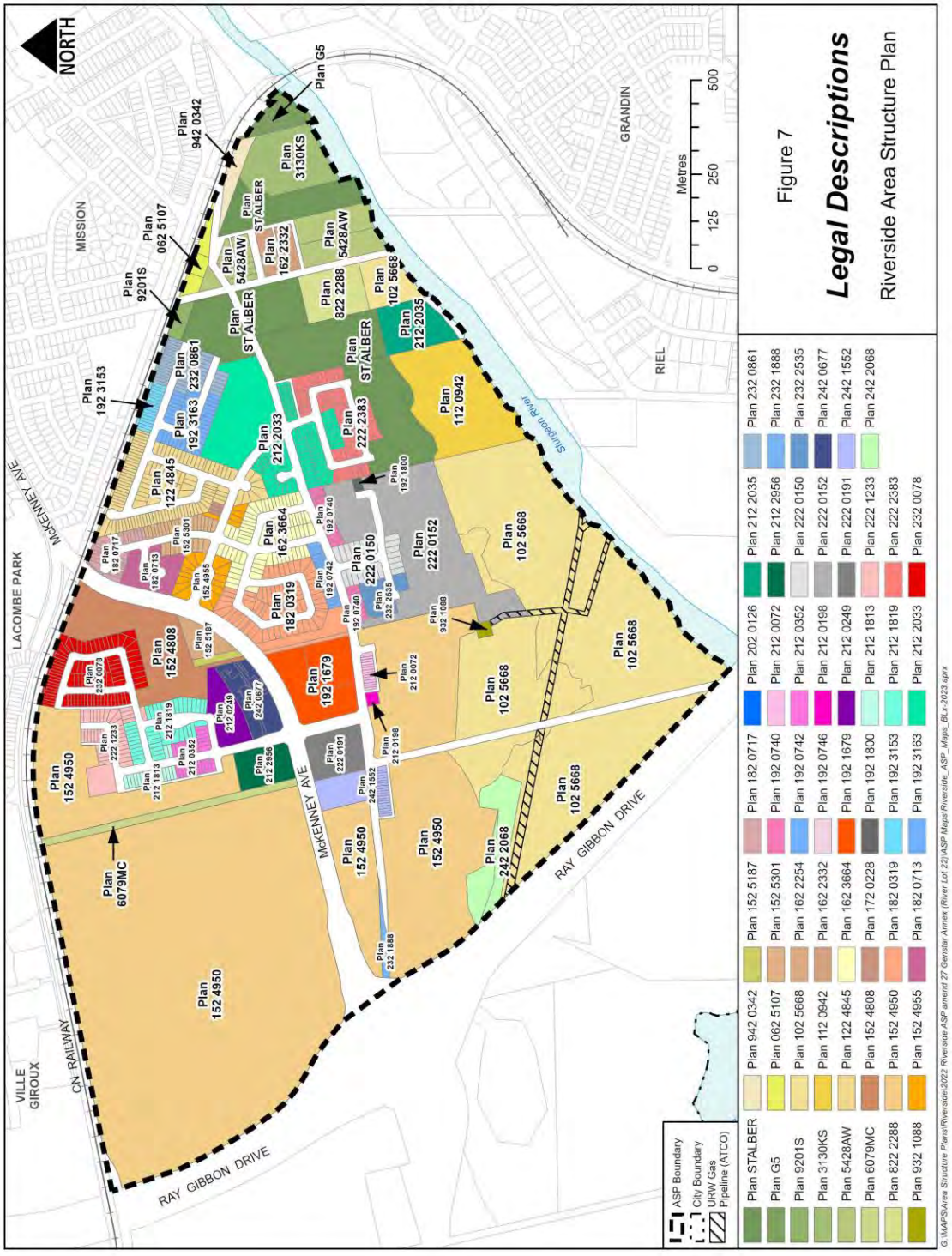

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
ROSE GATE
REDSPUR DRIVE
RASPBERRY ROAD
RIVERSIDE DRIVE
RANKIN DRIVE
REDWING WYND
RHEA CRES
ROYAL STREET
IMPERIAL CRESCENT
RIVERSIDE TERRACE
RED CREST WAY
ROSEWOOD WAY
Sturgeon River
Metres
0 125 250 500
Figure 2
Future Land Use
Riverside Area Structure Plan
Walkway
Trail
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Mixed-use Node
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
School / Park
Park
Environmental Reserve
Heritage Recreational Area
Stormwater Management Facility
Public Utility Lot
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Proposed alignment of walkways and trails are subject to change.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
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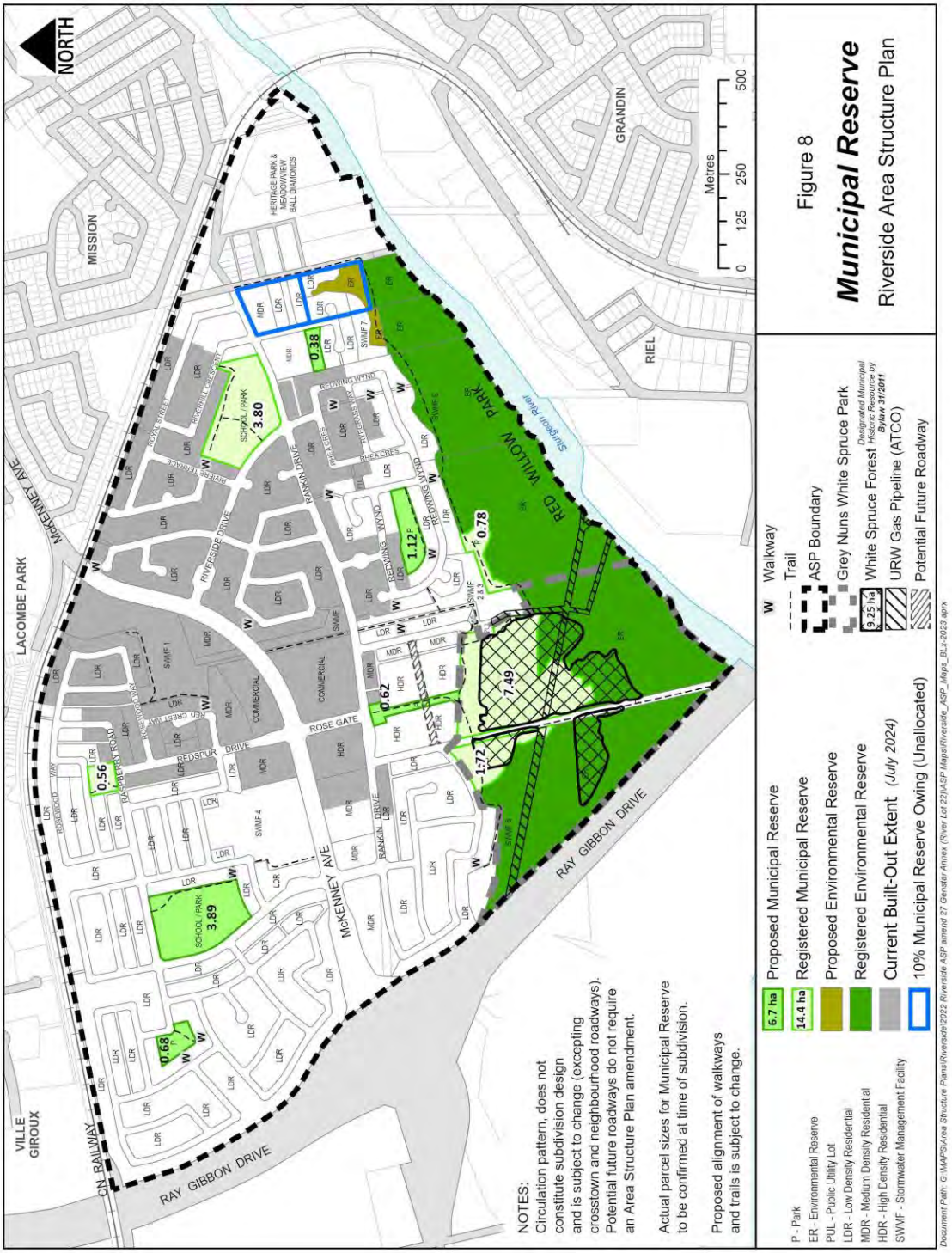

NORTH
MISSION
LACOMBE PARK
MACKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
Big Lake
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
McKENNEY AVE
ROSE GATE
RIVERSIDE DRIVE
RAINBOW DRIVE
COMMERCIAL
SCHOOL / PARK
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7
Metres
0 125 250 500
Figure 3
Transportation
Riverside Area Structure Plan
W Walkway
Trail
ASP Boundary
URW Gas Pipeline (ATCO)
Crosstown
Neighbourhood
Local Road
Lane
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Any proposed change to configuration and / or designation of crosstown, or neighbourhood roadways shall be subject to an ASP amendment.
Proposed alignment of walkways and trails subject to change.
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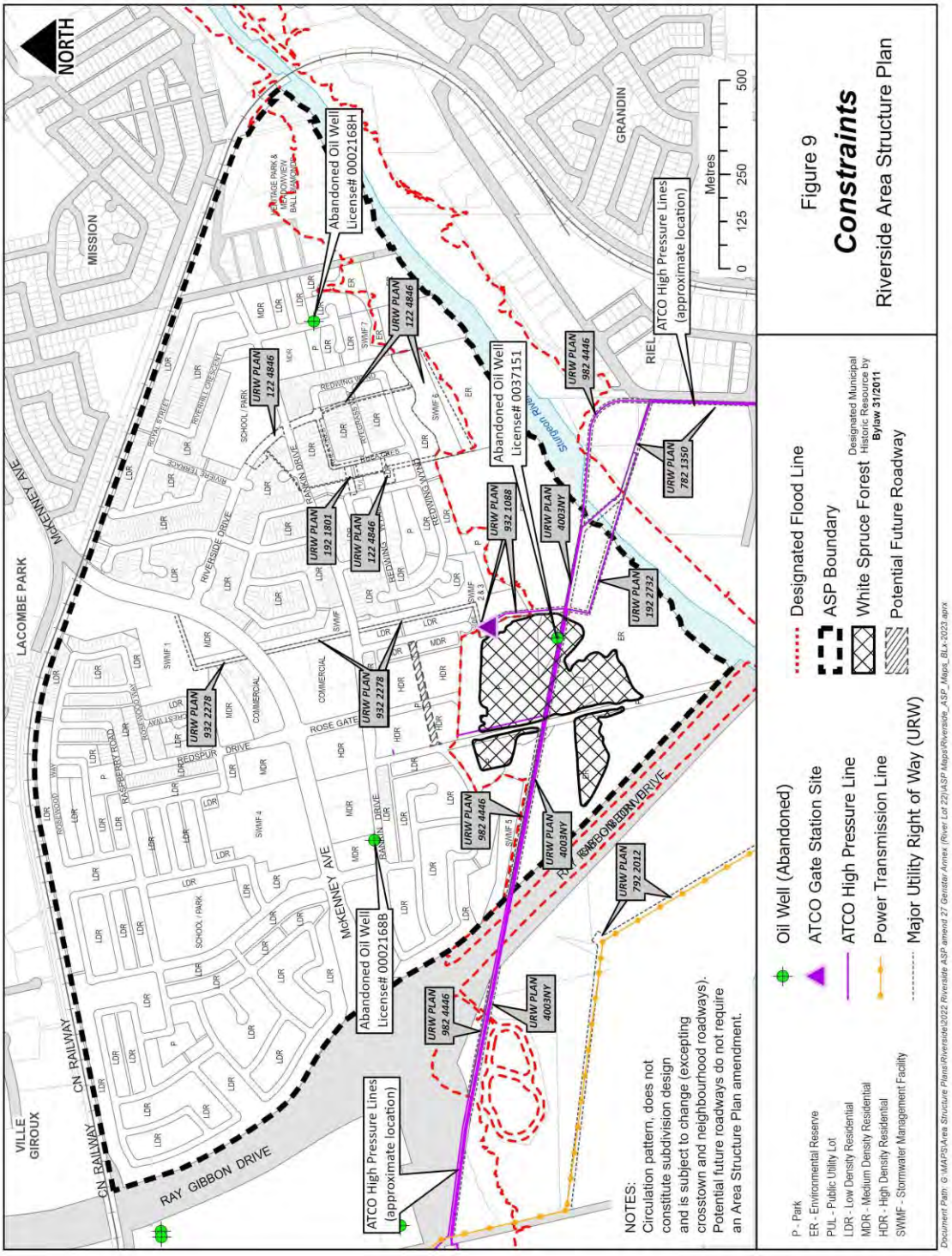

NORTH
MISSION
LACOMBE PARK
MACKENZIE AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
McKENNEY AVE
ROSE GATE
BERGEVIN DRIVE
RANGER DRIVE
COMMERCIAL
SCHOOL / PARK
SWMF 1
SWMF 4
SWMF 5
SWMF 7
SWMF 8
SWMF 8 & 9
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
GRANDIN
RIEL
Sturgeon River
MDR
HDR
ER
P
PUL
Metres
0
125
250
500
Figure 4
Water Servicing
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Existing Watermain
Potential Future Roadway
Proposed Watermain - Primary
Proposed Watermain - Lateral
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Watermain sizes and exact location of lines, to be determined at time of detailed design.
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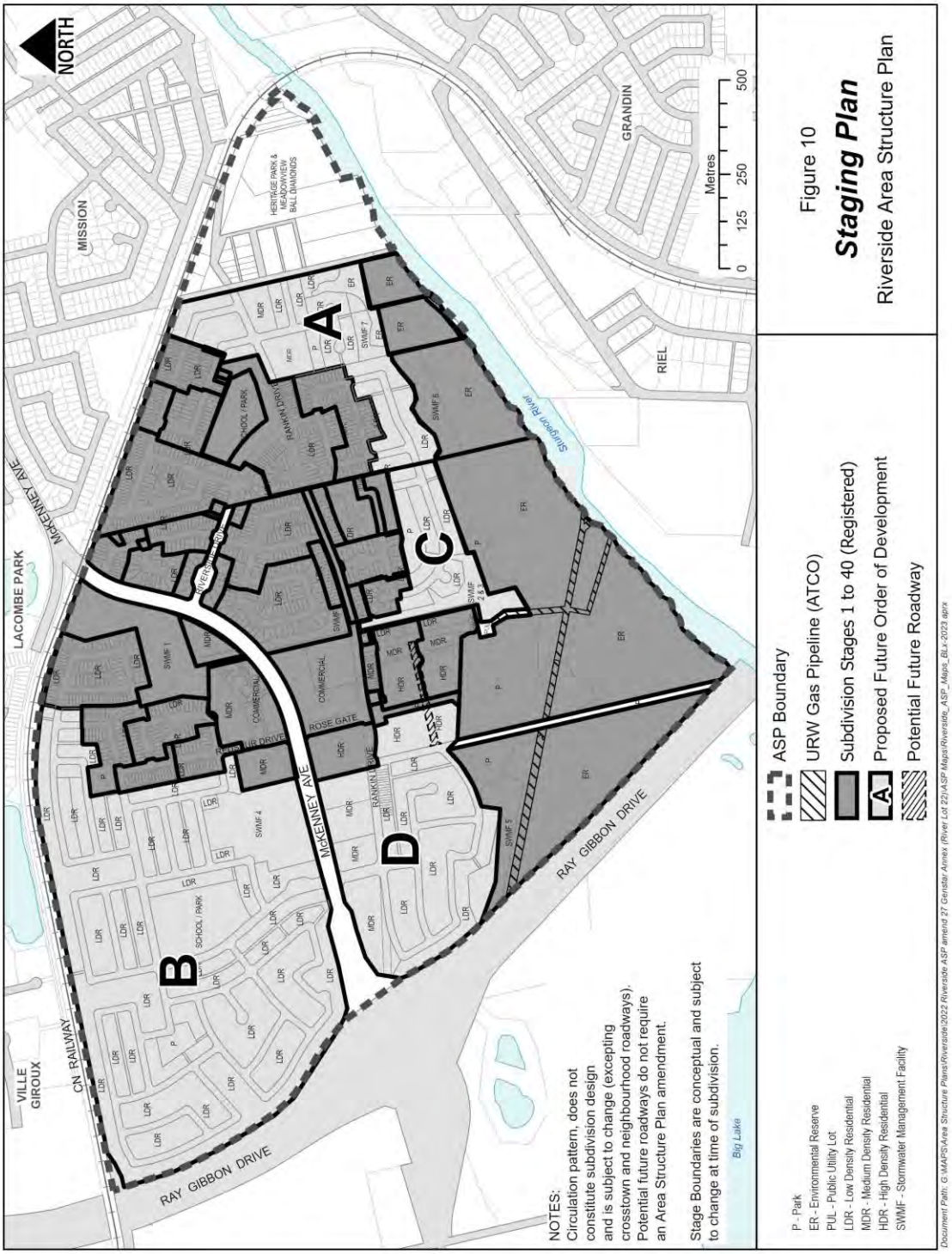

NORTH
LACOMBE PARK
MISSION
GRANDIN
RIEL
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
McKENNEY AVE
ROSE GAY
RIVERSIDE WAY
SCHOOL / PARK
COMMERCIAL
SWMF 1
SWMF 4
SWMF 5
SWMF 6
SWMF 7
SWMF 8 & 9
HERITAGE PARK MEADOWVIEW BALL DIAMONDS
Sturgeon River
Metres
0 125 250 500
Figure 5
Wastewater Collection System
Riverside Area Structure Plan
Proposed Forcemain
Proposed Sanitary Line
Existing Force Main
Existing Sanitary Line
Existing Sanitary Trunk
Sanitary Lift Station
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Sanitary pipe sizes and exact location of lines to be determined at time of detailed design.
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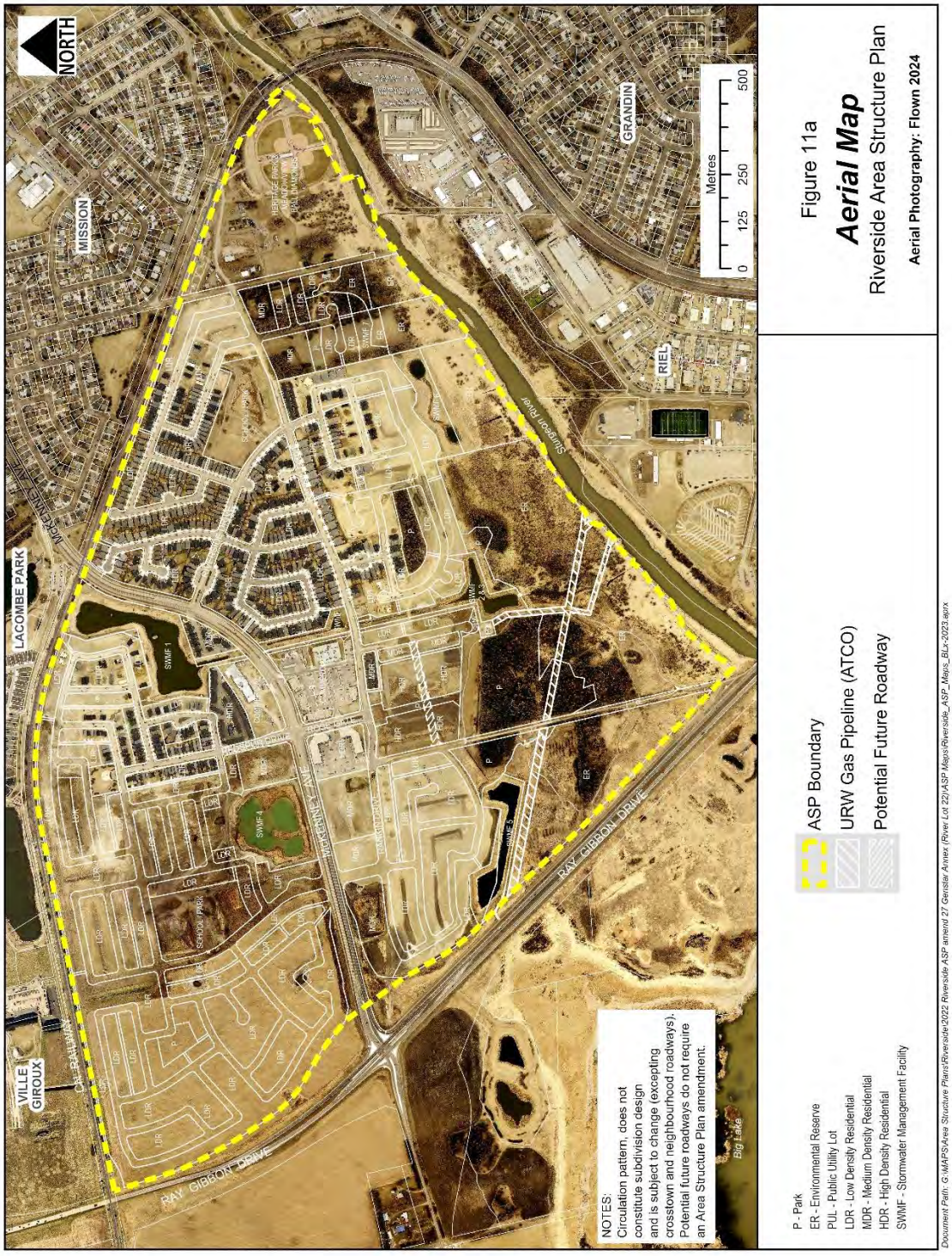

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
MCKENNEY AVE
RAY GIBBON DRIVE
ROSE GATE
RANKIN DRIVE
RIVERSIDE DRIVE
SCHOOL PARK
COMMERCIAL
MDR
ER
P
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
Sturgeon River
Metres
0 125 250 500
Figure 6
Stormwater Management
Riverside Area Structure Plan
Existing Storm Pipe and Flow Direction
Proposed Storm Pipe
Open Channel Drainage
SWMF Outlet to Sturgeon River / Big Lake
Stormwater Management Facility (SWMF)
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Location and details relating to the proposed Stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.

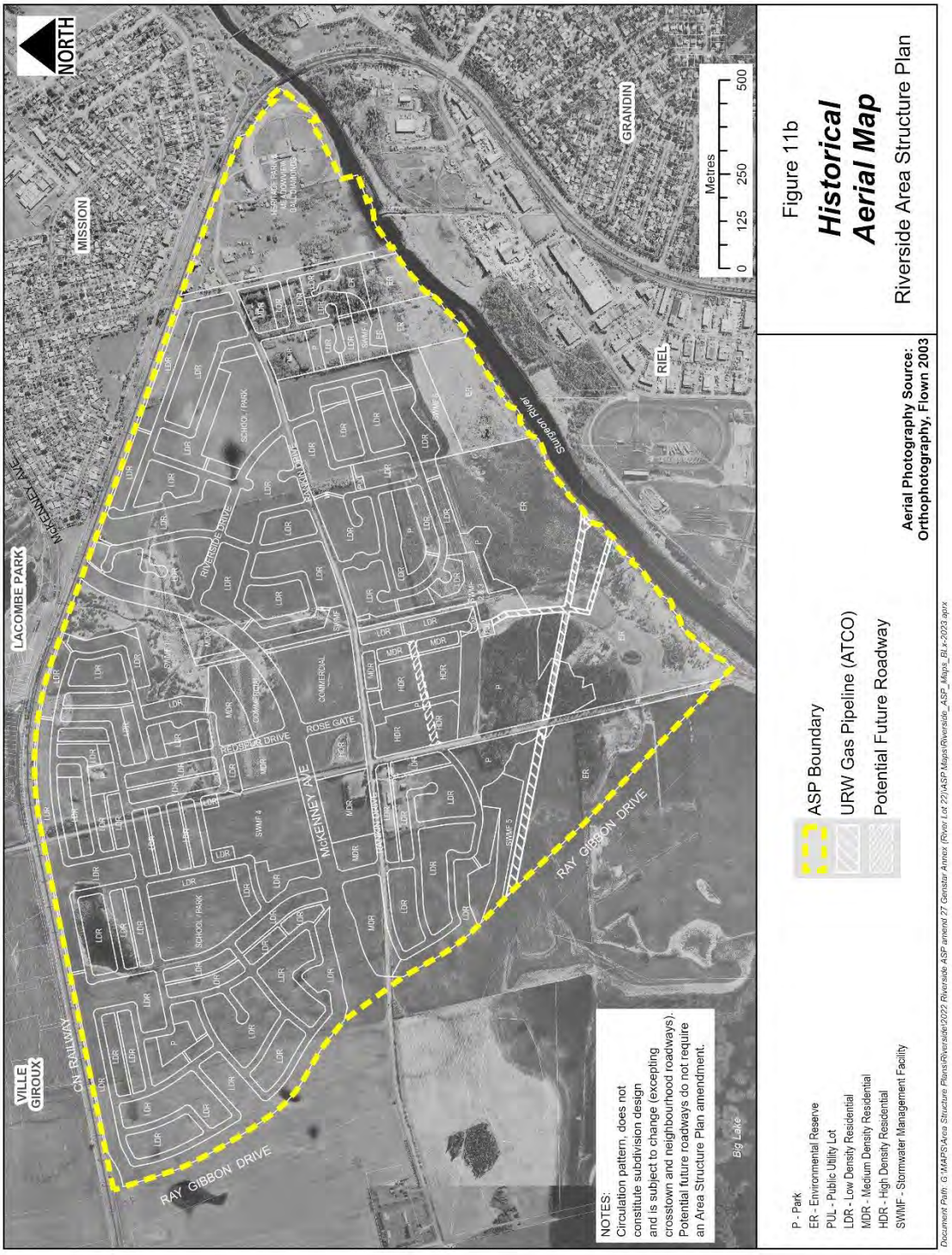

NORTH
Figure 7
Legal Descriptions
Riverside Area Structure Plan
Metres
0
125
250
500
ASP Boundary
City Boundary
URW Gas Pipeline (ATCO)
Plan STALBER
Plan G5
Plan 9201S
Plan 3130KS
Plan 5428AW
Plan 6079MC
Plan 822 2288
Plan 932 1088
Plan 942 0342
Plan 062 5107
Plan 102 5668
Plan 112 0942
Plan 122 4845
Plan 152 4808
Plan 152 4950
Plan 152 4955
Plan 152 5187
Plan 152 5301
Plan 162 2254
Plan 162 2332
Plan 162 3664
Plan 172 0228
Plan 182 0319
Plan 182 0713
Plan 182 0717
Plan 192 0740
Plan 192 0742
Plan 192 0746
Plan 192 1679
Plan 192 1800
Plan 192 3153
Plan 192 3163
Plan 202 0126
Plan 212 0072
Plan 212 0352
Plan 212 0198
Plan 212 0249
Plan 212 1813
Plan 212 1819
Plan 212 2033
Plan 212 2035
Plan 212 2956
Plan 222 0150
Plan 222 0152
Plan 222 0191
Plan 222 1233
Plan 222 2383
Plan 232 0078
Plan 232 0861
Plan 232 1888
Plan 232 2535
Plan 242 0677
Plan 242 1552
Plan 242 2068
MISSION
LACOMBE PARK
VILLE GIROUX
GRANDIN
RIEL
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
Sturgeon River
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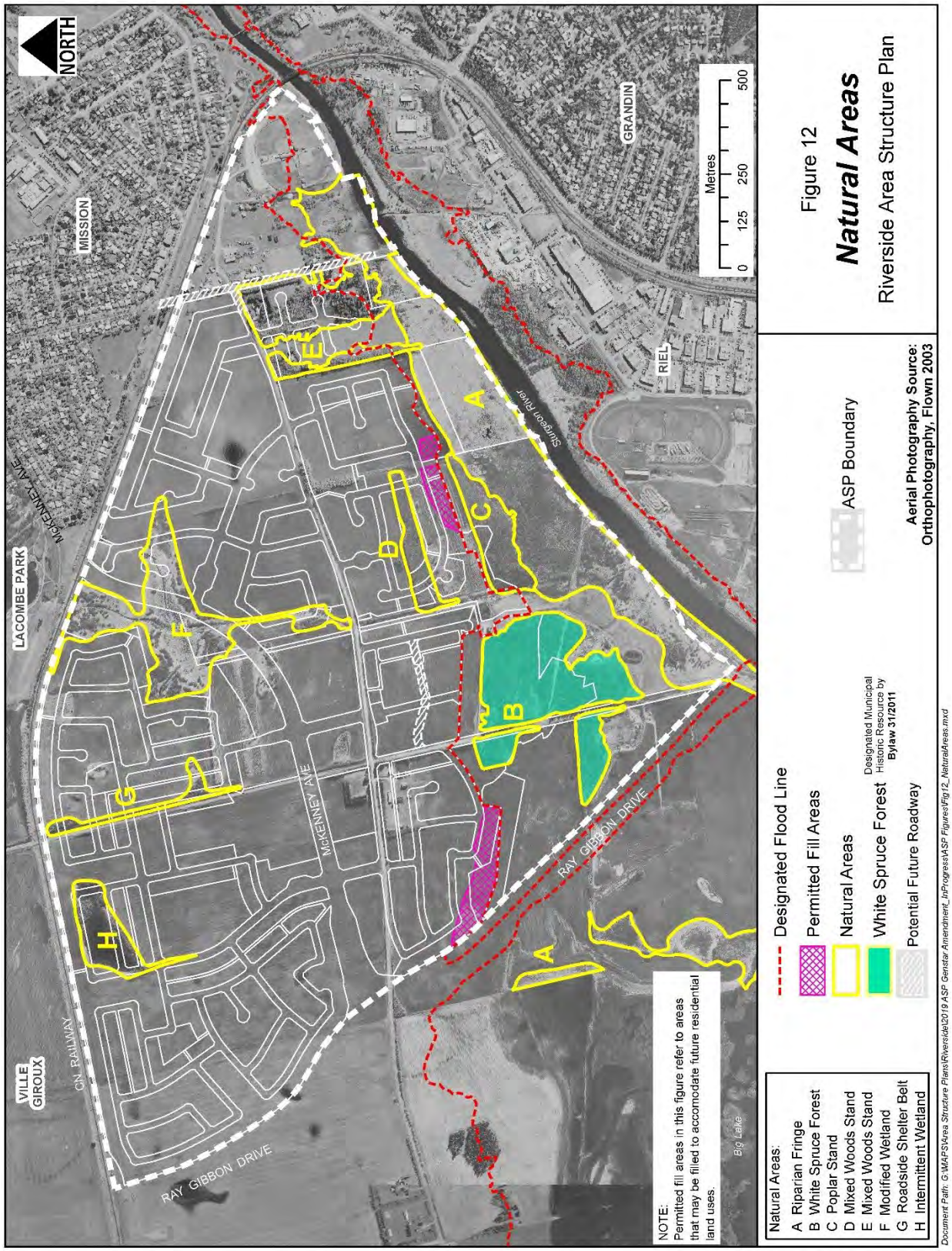

NORTH
MISSION
LACOMBE PARK
VILLE GIROUX
GRANDIN
RIEL
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
RED WILLOW PARK
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SCHOOL PARK 3.89
SCHOOL PARK 3.80
RIVERSIDE DRIVE
RANKIN DRIVE
REDPOINT WYND
REDWING WYND
REDSPUR DRIVE
ROSE GATE
COMMERCIAL
0.56
0.68
0.38
1.12
0.78
0.62
7.49
1.72
Metres
0 125 250 500
Figure 8
Municipal Reserve
Riverside Area Structure Plan
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Actual parcel sizes for Municipal Reserve to be confirmed at time of subdivision.
Proposed alignment of walkways and trails is subject to change.
6.7 ha Proposed Municipal Reserve
14.4 ha Registered Municipal Reserve
Proposed Environmental Reserve
Registered Environmental Reserve
Current Built-Out Extent (July 2024)
10% Municipal Reserve Owing (Unallocated)
W Walkway
Trail
ASP Boundary
Grey Nuns White Spruce Park
9.25 ha White Spruce Forest Designated Municipal Historic Resource by Bylaw 31/2011
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
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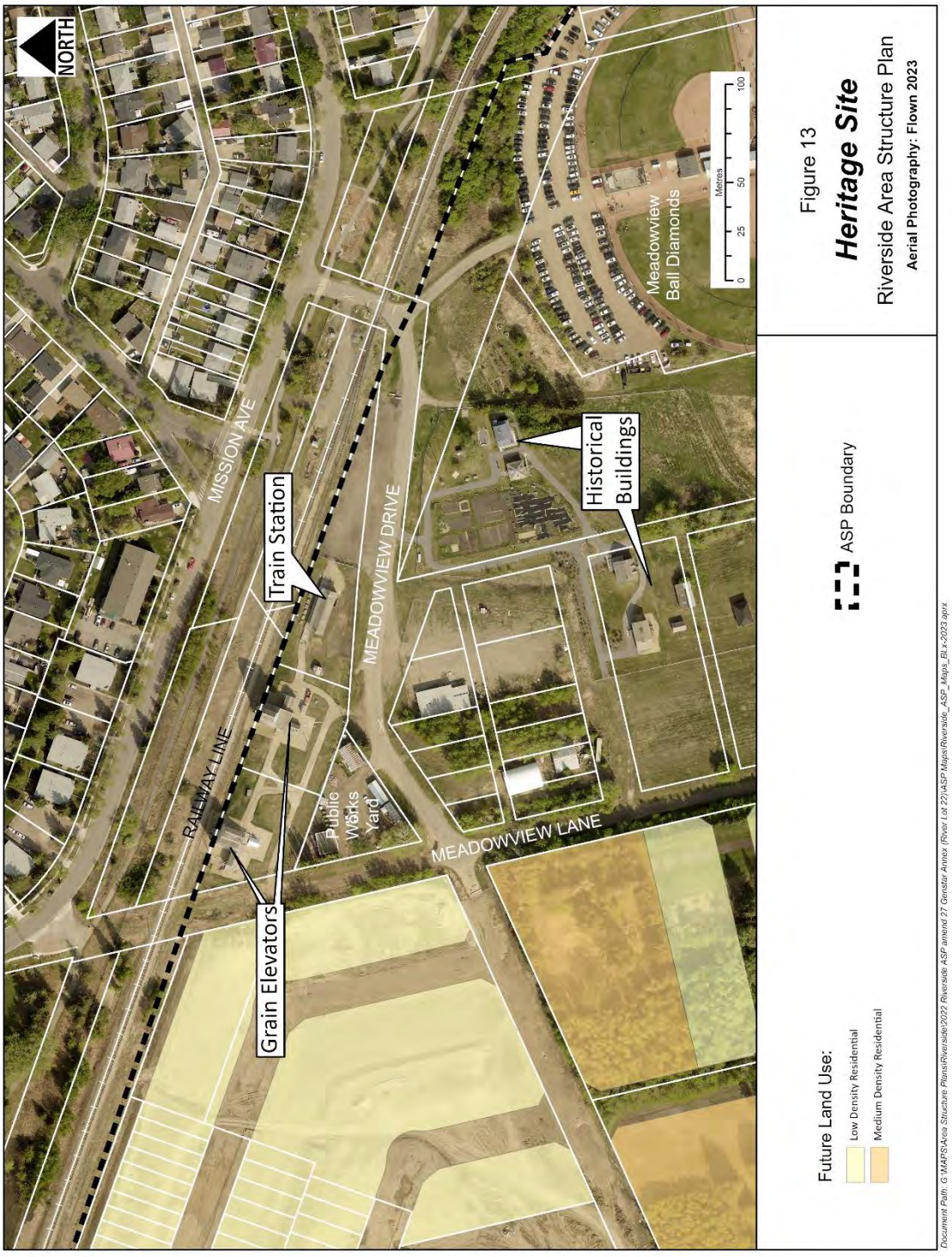

NORTH
MISSION
LACOMBE PARK
VILLE GIROUX
GRANDIN
RIEL
CN RAILWAY
CN RAILWAY
MCKENNEY AVE
RAY GIBBON DRIVE
ROSE GATE
REDSPUR DRIVE
RASPBERRY ROAD
RIVERSIDE DRIVE
REDWING ROAD
COMMERCIAL
SCHOOL / PARK
Sturgeon River
Abandoned Oil Well License# 0002168H
Abandoned Oil Well License# 0037151
Abandoned Oil Well License# 0002168B
ATCO High Pressure Lines (approximate location)
ATCO High Pressure Lines (approximate location)
URW PLAN 122 4846
URW PLAN 192 1801
URW PLAN 932 2278
URW PLAN 982 4446
URW PLAN 4003NY
URW PLAN 932 1088
URW PLAN 192 2732
URW PLAN 782 1350
URW PLAN 792 2012
Figure 9
Constraints
Riverside Area Structure Plan
Metres
0 125 250 500
Designated Flood Line
ASP Boundary
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Potential Future Roadway
Oil Well (Abandoned)
ATCO Gate Station Site
ATCO High Pressure Line
Power Transmission Line
Major Utility Right of Way (URW)
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (Rover Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx

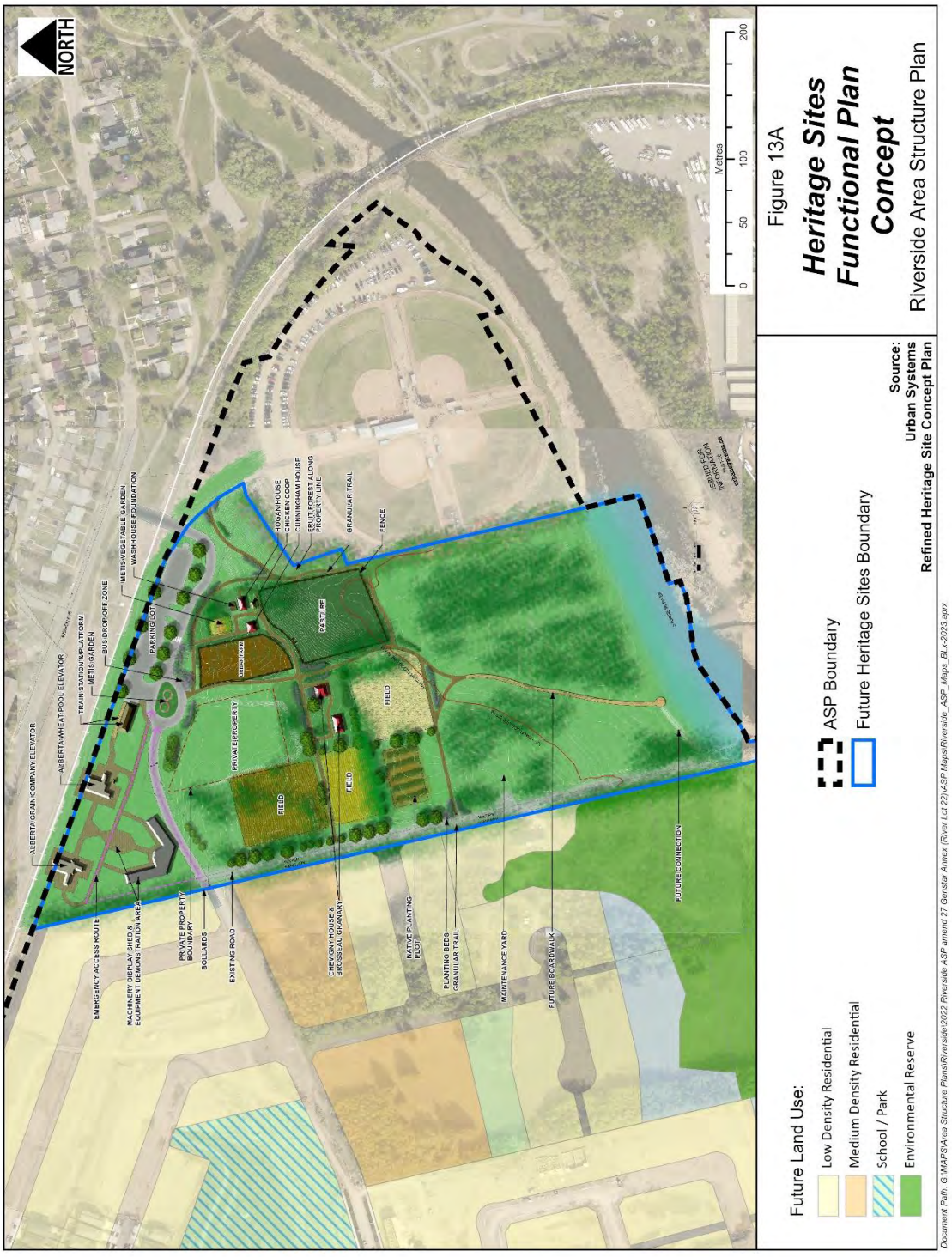

NORTH
MISSION
LACOMBE PARK
McKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
GRANDIN
RIEL
Sturgeon River
RANKIN DRIVE
ROSE GATE
COMMERCIAL
SCHOOL PARK
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7
SWMF 8
A
B
C
D
LDR
MDR
HDR
P
ER
Big Lake
Metres
0 125 250 500
Figure 10
Staging Plan
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Subdivision Stages 1 to 40 (Registered)
Proposed Future Order of Development
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Stage Boundaries are conceptual and subject to change at time of subdivision.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx


NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CNR RAILWAY
RAY GIBBON DRIVE
MACKENZIE AVENUE
SUNRISE ROAD
SUNRISE PARK
SCHOOL/PARK
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
Big Lake
Metres
0 125 250 500
Figure 11a
Aerial Map
Riverside Area Structure Plan
Aerial Photography: Flown 2024
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx

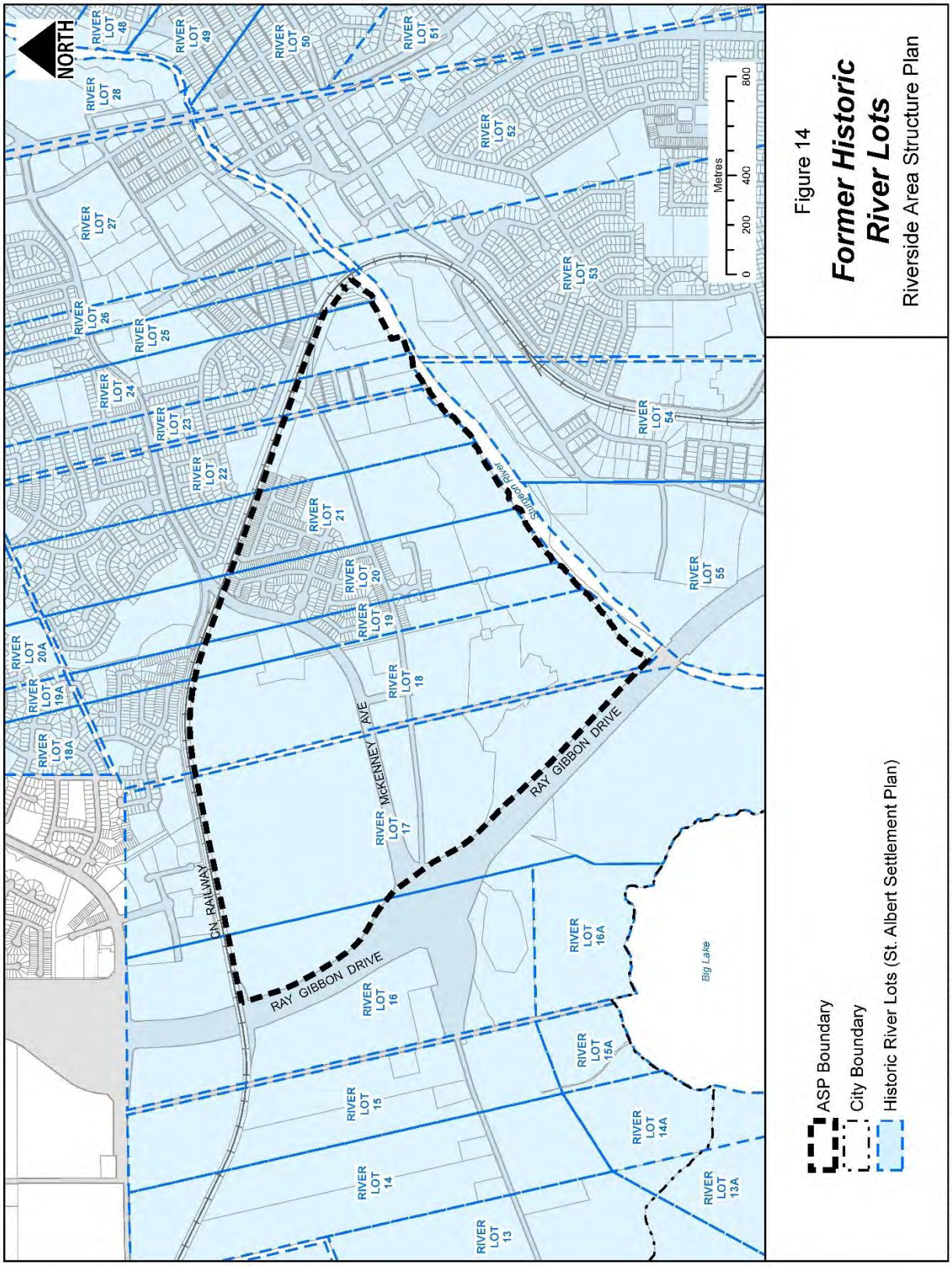

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RIVERSIDE DRIVE
ROSE GATE
RAY GIBBON DRIVE
Sturgeon River
Big Lake
SCHOOL / PARK
COMMERCIAL
SWMF 4
SWMF 5
LDR
MDR
HDR
ER
P
Metres
0 125 250 500
Figure 11b
Historical Aerial Map
Riverside Area Structure Plan
Aerial Photography Source:
Orthophotography, Flown 2003
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend '27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx


NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
McKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
Sturgeon River
Big Lake
Metres
0 125 250 500
Figure 12
Natural Areas
Riverside Area Structure Plan
Designated Flood Line
Permitted Fill Areas
Natural Areas
White Spruce Forest
Potential Future Roadway
ASP Boundary
Designated Municipal Historic Resource by Bylaw 31/2011
Aerial Photography Source: Orthophotography, Flown 2003
Natural Areas:
A Riparian Fringe
B White Spruce Forest
C Poplar Stand
D Mixed Woods Stand
E Mixed Woods Stand
F Modified Wetland
G Roadside Shelter Belt
H Intermittent Wetland
NOTE:
Permitted fill areas in this figure refer to areas that may be filled to accomodate future residential land uses.
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NORTH
MISSION AVE
RAILWAY LINE
Train Station
MEADOWVIEW DRIVE
Historical Buildings
Meadowview Ball Diamonds
Metres
0
25
50
100
Public Works Yard
MEADOWVIEW LANE
Grain Elevators
ASP Boundary
Future Land Use:
Low Density Residential
Medium Density Residential
Figure 13
Heritage Site
Riverside Area Structure Plan
Aerial Photography: Flown 2023
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_RLx-2023.aprx



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NORTH
RIVER LOT 48
RIVER LOT 49
RIVER LOT 50
RIVER LOT 51
RIVER LOT 52
RIVER LOT 53
RIVER LOT 54
RIVER LOT 55
RIVER LOT 28
RIVER LOT 27
RIVER LOT 26
RIVER LOT 25
RIVER LOT 24
RIVER LOT 23
RIVER LOT 22
RIVER LOT 21
RIVER LOT 20
RIVER LOT 19
RIVER LOT 18
RIVER LOT 20A
RIVER LOT 19A
RIVER LOT 18A
RIVER LOT 17
RIVER LOT 16
RIVER LOT 16A
RIVER LOT 15A
RIVER LOT 15
RIVER LOT 14A
RIVER LOT 14
RIVER LOT 13A
RIVER LOT 13
Sturgeon River
McKENNEY AVE
RAY GIBBON DRIVE
RAY GIBBON DRIVE
CN RAILWAY
Big Lake
0
200
400
800
Metres
Figure 14
Former Historic River Lots
Riverside Area Structure Plan
ASP Boundary
City Boundary
Historic River Lots (St. Albert Settlement Plan)
Document Path: G:\MAPS\Area Structure Plans\Riverside\2019 ASP Genstar Amendment\mxd\Floodress\ASP Figures\Fig14 FormerRiverLotNumbers.mxd

Schedule A

Riverside Area Structure Plan

Bylaw 1/2012

Consolidated by Bylaw 24/2024

(Approved December 17, 2024)

Riverside Area Structure Plan Amendments

Amendment Number	Bylaw Number	1st Reading	2nd Reading	3rd Reading
Original – Timberlea Area Structure Plan	26/2005	October 18, 2005	October 18, 2005	November 21, 2005
Repealed	26/2005	January 23, 2012	January 23, 2012	January 23, 2012
Timberlea Area Structure Plan	1/2012	January 23, 2012	January 23, 2012	January 23, 2012
1 – Riverside Area Structure Plan	2/2012	January 23, 2012	January 23, 2012	January 30, 2012
2	4/2016	March 7, 2016	March 7, 2016	March 21, 2016
3	02/2020	February 3, 2020	March 2, 2020	March 2, 2020
4	46/2021	September 13, 2021	December 20, 2021	December 20, 2021
5	24/2024	December 17, 2024	December 17, 2024	December 17, 2024

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1.0 INTRODUCTION

1.1 Purpose

(1) This plan establishes the conceptual land use, transportation, and servicing patterns for the Riverside neighbourhood to implement the *Municipal Development Plan (MDP)*, which designates this sector of the city as neighbourhood, mixed-use node, and major open space.

(2) The plan works in concert with the *Red Willow Park Master Plan* and the Grey Nuns White Spruce Park (GNWSP) Management Plan, and the implementing policies to provide for appropriate pedestrian access, preservation of natural areas, and land management adjacent to the Sturgeon River and to the GNWSP.

(3) Servicing standards, population analysis, and other details supporting this Area Structure Plan (ASP) are referenced in the *Timberlea Area Structure Plan Technical Report* (Technical Report), dated May 2005, the Riverside Technical Report dated June 2019 and May 1, 2024, which was prepared by Select Engineering Consultants Ltd. These documents were used to prepare this Bylaw.

1.2 Authority of the Plan

This Riverside ASP Bylaw 1/2012 was renamed by Bylaw 2/2012. It was originally known as the Timberlea ASP. The *Timberlea ASP Bylaw 26/2005* was repealed and replaced by Bylaw 1/2012, which was passed by Council in accordance with the *Municipal Government Act (MGA)*.

The MGA identifies an ASP for the purpose of providing a framework for subsequent subdivision and development of the area. The ASP is to describe sequence of development, land use purposes, population density, and general location of transportation, public utilities, and other matters Council considers necessary. The approval of the Riverside Area Structure Plan does not guarantee development rights. At the time of subdivision, detailed engineering drawings and plans of subdivision will be reviewed, and the City will then determine if development can proceed. In order to encourage development within the City of St. Albert, Council, by approving this Area Structure Plan, acknowledges the following limitations:

- That final approval of any servicing agreements remains subject to a review of plans of subdivision and detailed engineering drawings as per the City Engineering Standards, Utility Master Plan (UMP), Transportation Master Plan (TMP), Transportation System Bylaw (TSB), Municipal Development Plan (MDP), Land Use Bylaw (LUB), and any other documents, Municipal or otherwise, the City determines relevant to the development. The approval of this ASP does not mean approval of any servicing agreement, future districting, subdivision, development agreement, development permit, or building permit.
- That the City reserves the right to apply any additional infrastructure servicing specification to the lands covered by this ASP in order to provide quality services to the citizens.
- That all development expenses and other costs, of every nature and kind, are expended at the developer's sole risk, and that any additional expenses incurred by the development as a result of any modification resulting from the aforesaid Engineering Standards are at the developer's expense.
- The City is not responsible financially or otherwise, to provide infrastructure to support development of this ASP.

1.3 Timeframe of the Plan

The Area Structure Plan is future-oriented and depicts how Riverside is expected to be developed by 2030 and through a series of public and private sector initiatives. The completion of the Riverside neighbourhood is dependent on servicing capacities and market demand. While the plan envisions a desired future, changes to the plan may be required to respond to new circumstances. Thus, to ensure that it remains current and relevant, the plan may be reviewed and updated either generally or in regard to a specific issue as determined necessary by Council, or when the *Municipal Development Plan* (MDP) is updated.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Due to the scale of the ASP maps, the boundaries or locations of any symbols or areas shown on a map within the ASP are approximate and not absolute, and are to be verified at the time of subdivision. With the exception of surveyed delineations, boundaries and symbols on the maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing road or utility rights-of-way. Minor deviations on the boundaries between land uses may be allowed, at the discretion of Planning and Development Department Administration, as long as the general location of land uses does not change or create potential impacts to surrounding land uses (existing or proposed), and the overall statistics for the neighbourhood are still achieved. While proposed roads and walkways are shown in order to illustrate possible alignments, the local road alignments and walkway locations are subject to verification and possible realignment at the time of subdivision.

1.4.2 Application of the Plan

The *Riverside ASP* shall apply to the area shown on Figure 1. The area is located in the northwest quadrant of St. Albert and is bounded by:

- Canadian National (CN) Sangudo subdivision railroad to the north and northeast;
- Sturgeon River to the south; and
- Ray Gibbon Drive to the west and southwest.

The ASP area encompasses a gross area of 284.4 hectares± and a net developable area of 218.6 hectares±. Approximately 47 hectares of land in Riverside has been dedicated and registered as Environmental Reserve; in addition, approximately 14 hectares has been dedicated and registered as Municipal Reserve.

1.5 Objectives

The objectives of this ASP are to:

- create a land use plan that maximizes the amenity value of a location near the Sturgeon River;
- integrate the land use and circulation pattern with Ray Gibbon Drive;
- offer a wide range of housing options reflecting present and future market and demographic conditions in St. Albert;
- create a satisfactory interface with Red Willow Park, Grey Nuns White Spruce Park, and Heritage Park;
- provide a framework for an innovative neighbourhood development that will anticipate future demographic, market, and economic factors;
- incorporate the natural areas as a place for nature-lovers and future generations;
- develop a strong pedestrian orientation and linked network of walkways, trails, and public green spaces; and
- establish a neighbourhood activity centre that will provide a safe, accessible, focal point of commercial and higher density nodes in the heart of the neighbourhood.

1.6 Property Ownership Patterns

In the past, lands within the boundary of Riverside were described using the early River Lot settlement pattern, where the narrow river lots extended, which were officially surveyed in 1883, perpendicular to the Sturgeon River, (see Figure 14, Former Historic River Lots). In October 2015, the River Lots in the central and west portion of the Plan Area were consolidated and subdivided; thus, changing the river lots to parcels with plan, block, and lot numbers.

The lands within the Plan Area have four (4) landowners. The Plan Area also includes the road allowances for Meadowview Drive, Hogan Road, and the roadway known locally as Meadowview Lane. Some portions of these roadways will be closed, and the land integrated into the overall fabric of the neighbourhood. Other portions will be retained for uses such as roads that are

renamed, open space, and walkways, as described later in this document. Figure 7 provides the legal descriptions of the parcels of land within the Plan Area.

1.7 Planning Context

The ASP has been prepared within the context of the statutory planning system in St. Albert, as well as other non-statutory master planning and servicing initiatives, which provides guidance for the future land use and development options of Riverside.

1.7.1 *Edmonton Metropolitan Region Growth Plan*

St. Albert is one of 13-member municipalities that must conform to the Growth Plan of the Edmonton Metropolitan Region Board (EMRB). St. Albert is part of the Metropolitan area, encompassing the highest concentration of existing and future urban development. St. Albert statutory plans must align with policies within the Growth Plan, including but not limited to, greenfield densities of a minimum of 40 dwelling units per net residential hectare (du/nrha).

The Riverside ASP proposes an unchanged net residential density of 33 dwelling units per net hectare. Since the Riverside ASP predates 2017, the density requirement of 40 dwelling units per net hectare does not apply. The Riverside ASP, however, does meet the minimum density of 30 dwelling units per net hectare, which was the required density by the Capital Region Board at the time the existing ASP was approved. This application was not required to be referred to the EMRB since it met all the requirements of the EMRB Growth Plan.

1.7.2 *Municipal Development Plan*

The City of St. Albert MDP entitled Flourish – Growing to 100K, Bylaw 20/2020, as amended, Urban Structure and General Land Use, Map 3, designates the Plan Area as neighbourhoods. A corridor of land along the north shore of the Sturgeon River and the Grey Nuns White Spruce Park is designated as major open spaces on Map 3.

1.7.3 Existing Area Structure Plan

The original Timberlea Area Structure Plan Bylaw 26/2005 was adopted on November 21, 2005 and repealed and replaced by Bylaw 1/2012 adopted January 23, 2012. It was later amended to be known as the Riverside ASP by Bylaw 2/2012. Bylaw 4/2016 amended the Riverside ASP to adjust the west boundary, land uses, and statistics. Bylaw 2/2020 amended the Riverside ASP to improve the road network, adding a second school site, relocating medium/high density land uses, and adding a commercial site north of McKenney Avenue. Bylaw 46/2021 amended the Riverside ASP to reduce the area of SWMF#4 (stormwater management facility), add low density residential lots, and adjust the local road network. Bylaw 24/2024 amended the Riverside ASP to update land uses, roadway network, and servicing for River Lot 22 (27 Genstar Annex).

1.7.4 *Land Use Bylaw*

The City's *Land Use Bylaw* controls development of the lands within the neighbourhood. The Future Urban Development District is a holding district for orderly transformation to future urban expansion or intensification development. Changes to the land use district will be required through an amendment to the Land Use Bylaw (redistricting), ahead of subdivision and development.

The ASP Figure 2, Future Land Use, demonstrates the base land uses and descriptions within this document describe the expected uses and densities. Land uses anticipated are - neighbourhood commercial; public and private service such as schools; low density residential; medium and high density residential with opportunity for supportive housing; public parks; trails and walkways; and stormwater management facilities (as public utility lots).

The lands districted Direct Control (DC) include: the lands located east of Meadowview Lane, lands owned by the Oblates, and the Heritage Park site consisting of the Métis Farm and the future French-Canadian Farm. Lands districted Public, Private, and Institutional Service (PSI) include: The Grain Elevator Park and Train Station as well as the future Interpretive Centre for the Heritage Park. Lower portions of the Heritage

Park, on River Lots 23 and 24, are natural areas that will have trails as part of the future development of the Heritage Park. The Meadowview Ball Diamonds are adjacent to the Heritage Park with a land use district of Public Park (PRK). Portions of River Lots 19, 20, 21, and 22 have been districted for residential uses.

All privately owned lands located below the Designated Flood Line were designated as Environmental Reserve or Municipal Reserve in 2010 and 2023 . The designated land includes 9.25 hectares± of the White Spruce Forest, which is within the Grey Nuns White Spruce Park. Environmental Reserve will need to be dedicated on Plan 822 2288, Lot A (20 Meadowview Lane). Municipal Reserve is owed on St. Albert OT, Lot 22 (10 Meadowview Lane); and Plan 822 2288, Lot A (20 Meadowview Lane).

1.7.5 *Transportation Master Plan (TMP)*

The Transportation Master Plan (2015) prepared by Associated Engineering for the City of St. Albert applies to these lands. The TMP shows road patterns at various population horizons. The Riverside neighbourhood crosstown roadway is McKenney Avenue, which connects to Ray Gibbon Drive on the west and eastward to St. Albert Trail.

One of the strategies identified in the TMP is “Complete Streets”. The City of St. Albert approved the Complete Streets Guidelines and Implementation Strategy in August 2018. The Complete Streets Guidelines provides vision, principles, and objectives to support St. Albert’s priority of creating a community designed to promote safety and connectivity through a transportation network that accommodates all types of development. Any proposed subdivision applications within this ASP should be in conformance with the TMP and the Complete Streets Guidelines and Implementation Strategy.

1.7.6 *Utilities Master Plan (UMP)*

The Utilities Master Plan (2020) for the City of St. Albert is a general framework for providing utility services to future developments (water, wastewater, and stormwater management). The timeframe for extending

services is based on the pace of development and the ability of front ending parties to design and construct necessary infrastructure components.

The current stormwater management release rate is 2.5 litres per second per hectare (L/s/ha) for the Sturgeon River. Should release rates be altered, additional studies showing the impact on downstream stormwater facilities must be completed.

1.7.7 Red Willow Park West Master Plan Update (2018)

The Red Willow Park West (RWPW) Master Plan Update (2018) provides a long-term vision and comprehensive plan for the development and management of Red Willow Park West. The overarching objective of the 2018 update was to create a clear vision for future park development through an innovative, user friendly and achievable RWPW Master Plan.

The guiding principles provide clear direction for maintaining ecological integrity RWPW while providing opportunities for low impact outdoor recreation. The guiding principles are as follows:

Ecological Integrity - managed to conserve environmental biodiversity and ecological integrity.

Ecosystem Management - management will recognize that is part of a larger ecosystem/watershed.

Integration - future land decisions will strive to integrate conservation, outdoor recreation, tourism, and heritage appreciation.

Shared Stewardship - through partnerships private sector, landowners, other governments, not -for -profits groups, and individual citizens.

The plan also defines the development of the Grey Nuns White Spruce Park which is designed to protect and manage the forest as a Municipal Historic Resource, while allowing appropriate public access for enjoyment and education.

Where urban development is in proximity to the tree stands, careful consideration will be given to relative elevations and surface drainage to

ensure that the tree stands are not negatively affected. Design approaches may include the creation of naturalized buffers between the tree stands and adjacent roads or residential lots.

Pedestrian access to Red Willow Park will be controlled, with no individual access points from adjacent residential areas; meaning no gates will be allowed onto the GNWSP and Red Willow Park from individual properties. A future access point is conceptually located to the west of the existing Hogan Road right-of-way, which may provide for future parking opportunities, bus turn-around, and entrance area for persons wishing to use the trail system.

1.7.8 *Grey Nuns White Spruce Park Recommended Management Plan (May 2014)*

The Grey Nuns White Spruce Park (GNWSP) is a larger area that contains the White Spruce Forest that is designated as a municipal historic resource through Bylaw 31/2011, because of its ecological and historical significance. The Management Plan provides recommendations to preserve and maintain the forest and the larger area of the GNWSP for the enjoyment of its residents for generations to come. The GNWSP is located within the boundaries of the Red Willow Park West Master Plan Updated (2018).

1.7.9 *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood*

The *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood (2007)* document provides best management practices to be used during construction activities within the Riverside area to avoid or mitigate potential impacts on natural areas. This plan requires an Environmental Construction Operations (ECO) Plan be submitted to the City prior to the approval of a Development Agreement or Development Permit.

1.7.10 St. Albert Heritage Site Functional Plan

The *St. Albert Heritage Site Functional Plan (January 2010)* provides the long-term vision and plan for restoration of the Heritage Site located on the eastern edge of the Riverside ASP area. The Historical concept plan

is shown on Figure 13A. Changes to the St. Albert Heritage Site Functional Plan do not require an ASP amendment.

2.0 SITE ANALYSIS

2.1 Natural and Cultural Features

2.1.1 Topography and Drainage

The area has level to gently sloping terrain, sloping south towards the Sturgeon River. The land falls gradually from an elevation of 665 metres above sea level at the northwest corner to 650 metres at the Sturgeon River. Natural site drainage is generally to the south to the Sturgeon River.

2.1.2 Sturgeon River Designated Flood Line

The southern fringe of the ASP area lies below the Designated Flood Line of the Sturgeon River. No development is allowed below the Designated Flood Line. All development in the Riverside ASP must conform to the Land Use Bylaw as amended; the Designated Flood Line Regulations and Schedule A. Previously two fill sites were permitted (permit numbers DP-2006-00463 and DP-2006-000462), but no further fill sites will be permitted in the Riverside neighbourhood. These sites are shown in Figure 12, Natural Areas.

2.1.3 Geotechnical Conditions

Geotechnical investigations within the Plan Area are documented in the report *Red Willow Subdivision – Geotechnical Investigation,* March, 2001 and in a report *Timberlea Subdivision Development*, June 2006, both prepared by UMA for Genstar Development Company Ltd. The reports provide a summary of the general soil and groundwater conditions and an assessment of conditions for site development, site grading, residential construction, the construction of roadways, the installation of sewer and water systems, and the construction of stormwater management facilities. Nine test holes were drilled to augment information from nine test holes drilled previously in 1993. An additional 16 test holes were drilled in 2006.

Generally, the soil profile consists of topsoil and surficial organic and clay fill overlying glaciolacustrine clay. The report presents guidelines and standards for the construction of all components of urban development.

The water table depths were between 1.2 metres to greater than 5 metres below ground surface.

Geotechnical investigations for River Lot 22 (27 Genstar Annex) are documented in the *Geotechnical Investigation Proposed LA Ventures Riverside Subdivision Part of River Lot 22 Meadowview Drive West of Meadowview Lane St. Albert, Alberta*, October 2022. Four test holes were drilled. The water table depths were between 0.2 metres above the ground surface to 2.5 metres below ground surface.

Areas of high groundwater levels in the Plan Area may require further investigation at the time of subdivision, Development Permit, and building construction stage to identify mitigation measures addressing hydro-geological concerns. If an acceptable strategy cannot be obtained, then the land may be deemed unsuitable for development.

Geotechnical studies were not conducted on 10 Meadowview Lane and 20 Meadowview Lane, and should be completed prior to development of these lands.

2.1.4 Vegetation Resources

Much of the land within the Plan Area has been extensively cultivated for many years. A number of natural and man-made planted tree stands and two low areas with intermittent water are distributed throughout the Plan Area. In addition, a zone of riparian vegetation extends continuously along the north shore of the Sturgeon River.

Based on the *St. Albert Natural Areas Review and Inventory, 1999* prepared by Spencer Environmental Management Services Ltd. eight natural areas were identified. A detailed description of the eight natural areas, along with direction as to their integration into the neighbourhood, is provided in the Technical Report 2005. Four major natural areas within the ASP area, comprising more than 38.5 hectares± are being proposed for partial or full retention and integration and will be registered as Environmental or Municipal Reserves.

The proposed stormwater management facilities provide opportunities for the creation of additional wetlands and wildlife habitat to enhance the natural resources of the Plan Area.

2.1.5 Natural Areas Assessment

A report entitled *Natural Areas Assessment for the Timberlea Area Structure Plan* was prepared by Westworth Associates Environmental Ltd. in May 2004. The Natural Areas Assessment (NAA) addressed natural areas A through F, as shown on Figure 12, Natural Areas of this ASP, focusing on sustainability of these areas that are proposed for preservation. Areas A through H are described generally as follows:

Area A: The riparian fringe along the north shore of the Sturgeon River comprised of riparian sedge, willow, and balsam poplar. Much of this area is located below the Designated Flood Line of the Sturgeon River. Most of the lands have been registered as Environmental Reserve and include a 20-metre buffer along the northern edge of the Sturgeon River riparian fringe.

Area B: This is a prominent white spruce forest, 9.25 hectares± (22.86 acres±) in size. This parcel was officially designated as Municipal Reserve and named as the "Grey Nuns White Spruce Forest" in 2011. This Municipal Reserve includes a 50-metre vegetated buffer around the white spruce stand, as recommended by the Natural Areas Assessment.

Area C: This is a balsam poplar forest with a successional understory of white spruce located above the riparian fringe of the Sturgeon River and partly below the Designated Flood Line. It is 3.27 hectares± (8.08 acres±) in size, and is designated for retention to define the interface between the residential area and Red Willow Park. This area is registered as Environmental Reserve and includes a 20-metre vegetated buffer along the northern edge of the mixed wood stand, as recommended by the Natural Areas Assessment.

Area D: This 1.19 hectares± (2.94 acres±) stand of mature and young balsam poplar, aspen poplar, and white spruce is designated for integration as a natural feature. Portions of the poplar stand will be reduced in size to allow road access to residential lots. The remaining treed portion is located above the

Designated Flood Line, and will be designated as Municipal Reserve.

Area E: Two stands of trembling aspen, balsam poplar, and spruce are located in the eastern portion of the Plan Area. They lie partly below and partly above the Designated Flood Line. Those portions below the Designated Flood Line are eligible for protection as Environmental Reserve. The areas above the Designated Flood Line are located on smaller, individual lots which may preclude preservation of the majority of the trees. The efficacy of incorporating these existing trees within future development will be determined at the time of subdivision.

Area F: This is an extensively modified area of low lying land, drainage channels and fringe woodland of willow and red osier dogwood occurring in the central portion of the Plan Area. The area has received stormwater from Mission Park and Lacombe Park for almost 30 years. In addition, a natural gas pipeline has been constructed through the area.

Portions of the low lying area will be retained in modified form for continued stormwater management. The resulting stormwater management facility in this area will be naturalized, acting as a man-made wetland. The stormwater management facility will be connected to Red Willow Park by a north-south vegetated open space corridor that will also extend north to Lacombe Lake Park.

The provincial government has reviewed this area, and has determined that it does not meet the criteria for a permanent water body, and therefore will not claim the area under Section 3 of the Public Lands Act. Mitigation requirements for removal of the wetland has been approved by the Regulatory Approvals Centre for the Province of Alberta.

Area G: This roadside shelterbelt has a limited size and attenuated shape, making integration of this natural area into the fabric of the neighbourhood particularly difficult. The existing shelterbelt provides for an avian connection between Natural

Areas F and H. Because Area H is proposed to be removed as part of the development of Riverside, the habitat value of Area G is greatly diminished. Given the other Municipal Reserve needs in the area, this area will not be retained in favour of preserving other natural areas.

Area H: This low lying area is too limited in size to warrant consideration for retention and integration into the urban development pattern. If preserved, the sustainability of the natural area is questionable without significant buffers and other mitigation measures. Because this area is not as ecologically valuable as other areas planned to be preserved within the Plan Area, and given the limited Municipal Reserve resources for the area, Area H is proposed to be removed and developed.

The provincial government has reviewed this area, has determined that it does not meet the criteria for a permanent water body, and therefore will not claim the area under Section 3 of the Public Lands Act. Mitigation requirements for removal of the wetland will be determined by Alberta Environment and Parks at the time of subdivision of the area.

2.1.6 Natural Areas Assessment Recommendations

The Natural Areas Assessment (NAA) includes several recommendations that will improve the sustainability of the preserved natural areas. The following recommendations from the NAA have been incorporated into the neighbourhood design concept, as shown on Figure 2, the Future Land Use Map:

- Reclaim the portion of Hogan Road that divides the white spruce stand;
- Maintain a portion of Natural Area
- Maintain the natural drainage pattern and flow regime to the Sturgeon River (naturalization of existing north-south drainage ditch); and
- Design all stormwater ponds as wildlife habitat; and

In addition to the above mitigation measures, the NAA recommends that the City create a management plan for retained natural areas, particularly those within Red Willow Park, to reduce the indirect effects of urban development on natural areas. In response, the City has developed a management plan entitled *"Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood"* to guide development and construction practices in Riverside. The Grey Nuns White Spruce Park (GNWSP) Recommended Management Plan was prepared in May 2014 to provide guidance on preserving and maintaining the GNWSP.

2.1.7 Environmental Site Assessment

Phase 1 Environmental Site Assessments (ESA), based on the CSA Standard Z76894, Phase 1 Environmental Site Assessment (1994), was completed in December 1999 for all Genstar lands in Northwest St. Albert. In June 2014, Genstar updated the Phase 1 ESA within Riverside including the 12.96 hectares expansion area adjacent to Ray Gibbon Drive. An ESA was conducted in May 2006 for the portion of River Lot 21 and 22 within the Plan Area. An ESA was conducted in August 2022 for a portion of River Lot 22 within the Plan Area. There are no environmental concerns within the lands owned by Genstar and L.A. Ventures Inc., within the Plan Area.

The Phase 1 Environmental Site Assessment is recommended for the balance of the lands not owned by Genstar and L.A Ventures Inc., prior to redistricting and/or subdivision approval.

There are three (3) wellheads within the Plan Area. Figure 9, Constraints, provides the location of wells, and licence numbers. These oil wells each require a reclamation certificate and a determination if a 5-metre radius setback is sufficient. Setback requirements are determined and regulated by Alberta Energy Regulator (AER). The wellheads should remain as privately held lands with appropriate physical access, according to all pertinent standards and legislation. The City will not assume ownership or liability for a wellhead.

2.1.8 Heritage Resources

A Historical Resources Inventory of Genstar lands in northwest St. Albert was completed by Aresco Ltd. in 1978. Of the five sites located within the Plan Area, three were recommended for further work "in the event of development impact" (Aresco, 1978, p. 20).

All three sites are located in the floodplain (Aresco, 1978, pp. 12 & 13) of the Sturgeon River and Big Lake. Therefore, these sites will not be subject to residential development proposed under this ASP.

Western Heritage submitted a Statement of Justification to Alberta Culture in April 2015, which included the 12.95 hectares expansion area in the west portion of the Plan Area. Historical Resources Act clearance was granted by Alberta Culture on May 15, 2015.

L.A. Venture received Historical Resources Act Approval for part of River Lot 22 on August 12, 2022.

2.2 Current Development Patterns

The Plan Area is bordered by residential urban development to the north and east. The Mission, Ville Giroux, and Lacombe Park neighbourhoods are located immediately north of the CN Sangudo Rail right-of-way. Riel Business Park occupies land immediately to the south of the Sturgeon River. Residential and roadway development has begun in this neighbourhood. Any development (construction or excavation) within proximity to high-pressure gas pipelines shall follow guidelines of the Canada Energy Board.

On the east side of Meadowview Lane is a mixture of land uses, including the Public Works satellite yard (site of the future Heritage Park Interpretive Centre), the Meadowview Ball Diamonds; plus, two restored grain elevators (designated Provincial and Municipal Historical Resources), accessory buildings to the heritage site, and replica train station. The Chevigny House and Brosseau Granary will form the French Canadian Farm, which moved from River Lot 24 to River Lot 23 in 2016.

The Cunningham and Hogan residences, located on River Lot 24, will form the nucleus of the Métis Farm. The *St. Albert Heritage Site Functional Plan (January 2010)* addresses the heritage concept. The Heritage Park is part of

the Red Willow Park, as designated within the *Red Willow Park: West Master Plan Update*.

On the west side of Meadowview Lane are two small holdings that include the Missionary Oblates' property, and a private homestead.

A high-pressure gas line runs east-west through the southern portion of the Plan Area. A gas regulating station is located immediately east of the Grey Nuns White Spruce Park. Another gas line runs north from the station to Lacombe Park. These lines will run, in large part, through areas designated for open space, and may be used as trail links.

Three rural roads are located within the Plan Area. Hogan Road runs north-south, while Rankin Drive formerly called Meadowview Drive, runs east-west, linking St. Albert with Sturgeon County to the west. Meadowview Lane runs north-south in the eastern portion of the Plan Area. The connection to Mission Avenue on the north side of the CN Rail was closed in 2016, but the ASP shows this connection will re-open.

The CN right-of-way defines the northern limit of the ASP area. According to CN, four trains within a 24 hour period travelled the CN Sangudo Rail right-of-way in July 2013, with additional local railway traffic due to use of the tracks for switching and customer needs.

3.0 LAND USE CONCEPT

3.1 Future Land Use Map

The Future Land Use Map for Riverside is shown on Figure 2. This map consists of a series of areas and symbols that define expected future land use and roadway patterns for the subject lands.

3.2 Land Use Concept: Major Development Patterns

Two major factors affect the urban form of the future Riverside Neighbourhood: the major transportation routes, and the open space system. Ray Gibbon Drive defines the western boundary of the neighbourhood, and extension of McKenney Avenue through the neighbourhood separates it into northern and southern residential precincts. McKenney Avenue will be the primary arterial road for the neighbourhood, with collector roads looping off McKenney Avenue, which will separately serve the north and south residential areas. The Neighbourhood Activity Centre designated along both sides of McKenney Avenue in the central Plan Area will serve both precincts. The commercial and higher density land uses concentrated in this area will become a major destination for residents within the community and beyond. Other smaller sites for medium density residential housing forms are also identified within the Plan Area.

Riverside proposes to integrate urban development with the existing natural features to create a unique residential environment, in concert with the *Red Willow Park Master Plan.* The registered environmental and municipal reserve boundaries create a natural transition between the residential land uses proposed in Riverside and Red Willow Park. A north-south trail along the linear stormwater channel, and pedestrian walkways on McKenney Avenue will link Red Willow Park with Lacombe Lake Park to the north, providing an opportunity for pedestrian and bicycle links with the rest of St. Albert. More active neighbourhood parks are also designed into the Plan Area.

The existing heritage buildings will form the nucleus of a Heritage Park in the eastern portion of the Plan Area. A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to

Mission Avenue, with a proposed neighbourhood intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east.

3.3 Residential Land Use

3.3.1 Low Density Residential

Low density residential land use will comprise of 102.6 hectares± of land within the Plan Area. Low density residential land use may include single-detached house, single-detached house with a secondary suite, semi-detached, duplex housing, and townhousing forms, or any combination thereof, provided the low density built forms conform to the Land Use Bylaw requirements. The maximum density for low density residential is 39 dwelling units per net hectare. The number of low density residential units anticipated is 2,522 dwelling units. The total number of dwelling units proposed, approximately 63.8% of the dwelling units proposed, will be low density residential dwelling units.

As of 2018, the Land Use Bylaw and Complete Streets guidelines allows for limited number of public laneways to be incorporated into the low density residential districts. Laneways allow vehicular access and parking to the rear of lots. These lots front onto a public street, and such streetscape enables on-street parking and pedestrian connection without conflicting with driveways.

A portion of the land for Plan 822 2288, Lot A (20 Meadowview Lane), and the Heritage Park are below the designated flood line. The Land Use Bylaw has regulations about development and the designated flood line.

Any residential development backing onto the CN Rail Line must consider noise impacts from the adjacent rail corridor.

3.3.2 Medium Density Residential

Medium density residential sites are located on, or within walking distance of, transit routes and adjacent to a collector roadway. In addition, the sites are located near parks and other amenities in accordance with community well-being policies identified in the *MDP*. Medium density land uses include the development of three or more attached units that may include housing types such as townhouses and apartment buildings with density range of 40 to 100 dwelling units per net residential hectare. The number of units anticipated is 806 units, which is approximately 20% of the dwelling units.

Townhouse: Townhouse development is generally designated along collector roadways and /or in transition to medium-high density residential land uses. Townhouses may be developed as fee simple or private site specific street-oriented townhouses with rear access.

Townhouse / Apartment: There are three medium density residential sites located within the Neighbourhood Activity Centre which may be developed with a mix of townhouse and/or apartment. The site location will provide residents with convenient access to commercial businesses and the Red Willow Park. The projected densities applied to townhouse/apartment buildings is approximately 65 dwelling units per net hectare.

Townhouses and apartment buildings should be designed to have presence on the streetscape. This may be achieved by locating the building closer to the street and using a variety of architectural design features and building articulation to enhance the streetscape. Vehicular access for ground oriented medium density built form such as townhouses is only allowed from a rear lane.

3.3.3 High Density Residential

Three high density residential areas are proposed within the Neighbourhood Activity Centre. These sites are located south of McKenney Avenue on either side of Rankin Drive.

High Density residential developments typically include apartment style development with densities above 100 dwelling units per net residential

hectare. The number of dwelling units proposed is 780 units, which would comprise of approximately 20% of the total number of residential units in the Plan Area.

Site layout and building placement for high density built forms should also consider maximum frontage and visibility from public streets. High density developments, where possible, should front onto and be located close to the higher order neighbourhood roadways. High density developments should also use architectural design features to address the streetscape. Building design should incorporate articulation and transition to reduce impact from building massing, shadowing, noise, and privacy onto adjacent buildings.

To ensure improved connectivity and traffic operational consideration, a possible future east-west neighbourhood road may be required. This possible future road would connect the road network between the high-density sites south of Rankin Drive. Other options may be considered with the final configuration for roadway connections at the time of subdivision or site development.

3.3.4 Supportive Housing

Supportive living accommodation is a residential use that may be located within the neighbourhood activity center. Supportive living accommodation provides support services such as meals and laundry, and access to on-site professional care within a group living arrangement. When a development has sleeping units that do not have a full kitchen, the sleeping units are not counted as dwelling units.

3.4 Commercial

The overall commercial use is approximately 2.6% of the developable lands, which is 5.7 hectares±. Two commercial sites are designated, located on either side of McKenney Avenue in the heart of the Neighbourhood Activity Centre. These sites may provide sale of goods and services for the whole community.

Commercial uses located within the neighbourhood shall be complementary to the surrounding residential uses in terms of scale and compatibility. The commercial area borders a multiple family residential site. There is no physical separation such as a roadway from the proposed commercial uses. Mitigation

measures may be required to address noise, light, and odour issues created by the commercial uses, to ensure that the adjacent multiple family dwelling units are not negatively impacted.

Connectivity for active transportation such as walking, and cycling should be considered through the provision of walkways surrounding commercial sites. Where commercial uses abut residential uses, walkways should be incorporated into the site layout and proposed building design to enable walkability between commercial and residential uses and reduce dependency on vehicular trips.

3.5 Mixed-Use Node

A mixed-use node, as identified in the *MDP,* is a compact area that has a mix of amenities, housing choices, and services. Riverside's mixed-use node is located in the central portion of the Plan Area and extends north of McKenney Avenue and south to the Grey Nuns White Spruce Park. This node will become the social and economic heart of Riverside and provide an attractive, vibrant, and desirable place to live, work, play, and shop. This pedestrian oriented area could have a mix of commercial, higher density residential, supportive housing, with pedestrian linkages to the neighbourhood and parkland areas. The mixed-use node is shown on Figure 2, Future Land Use with a dashed circle.

3.6 Parks and Open Space

The parks and open space system will comprise five major components: the Red Willow Park that includes the Grey Nuns White Spruce Park, north-south open space linkages, two school/park sites, neighbourhood parks, and stormwater management facilities.

The *Municipal Government Act* and the *Municipal Development Plan* requires that 10% of the developable land area to be dedicated as Municipal Reserve (MR), which can be used as schools, parks, woodlots, and trails that are not associated with Public Utility Lots.

Parcels that are deficient in the minimum required MR dedicated are noted in section 1.7.4 – Land Use Bylaw of this Plan, and reflected in Figure 8.

The City of St. Albert Parks and Open Space Standards and Guidelines should be followed for the development of parks, open spaces and trail systems.

3.6.1 Red Willow Park

Red Willow Park will comprise an open space corridor along the north bank of the Sturgeon River, incorporating its riparian zone, adjacent tree stands, and some formerly cultivated farmland below the Designated Flood Line. The Red Willow Park boundary is consistent with the registered northern limit of the Red Willow Park.

The Grey Nuns White Spruce Park (GNWSP) is a major landscape feature wholly located within Red Willow Park boundaries. The GNWSP is designated as Municipal Reserve.

Red Willow Park may also include those portions of three adjacent tree stands above the Designated Flood Line, which will be designated as Municipal Reserve. Where urban development is in proximity to the tree stands, careful consideration will be given to relative elevations and surface drainage to ensure that the tree stands are not negatively affected. Design approaches may include the creation of naturalized buffers between the tree stands and adjacent roads or residential lots.

Pedestrian access to Red Willow Park will be controlled, with no individual access points from adjacent residential areas; meaning no gates will be allowed onto the GNWSP and Red Willow Park from individual properties. A future access point is conceptually located to the west of the existing Hogan Road right-of-way, which will provide future parking opportunities, a bus turn-around, and an entrance area for persons wishing to use the trail system. The City has developed the *Guidelines for the Protection of Natural Areas in the Timberlea Neighbourhood* as a natural areas management plan for Red Willow Park, which addresses best management practices during construction, buffers, and the transitioning between natural areas and urban uses. The policies adopted in this management plan will be incorporated into the conditions of adjacent subdivision or development permit approvals, as appropriate.

3.6.2 Heritage Park & Meadowview Ball Diamonds

A portion of the Plan Area east of Meadowview Lane is designated as the Heritage Park within the *Red Willow Park: West Master Plan Update* (2018).

The Heritage Park and Meadowview Ball Diamonds is 16.7 hectares±. The Meadowview Ball Diamonds consists of four fields and a club house. The Heritage Park includes a number of historically significant buildings: two restored grain elevators designated Provincial and Municipal Historical Resources, a replica of the original St. Albert Train Station, the Cunningham House, the Hogan House, the Chevigny House, and the Brosseau Granary, as shown on Figure 13A, Heritage Sites Functional Plan Concept. Significant investment is being made to restore the buildings and site as a tourist attraction and multi-use park area. The restoration plans for the site and buildings are further detailed in the *St. Albert Heritage Site Functional Plan Final Report (January 2010).*

Plans for the site also include a public amenity area suitable for public and private events, festivals, and celebrations, as well as the possibility of developing a Métis and French Canadian Farm in the future.

A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to the east of Meadowview Lane and providing a north-south connection from Rankin Drive to Mission Avenue, with a proposed neighbourhood intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improved connectivity to the Riverside community to the west, as well as access to the Meadowview Ball Diamonds and Heritage sites to the east.

3.6.3 Open Space Linkages

In the north-central portion of the Riverside ASP, adjacent to the CN Rail and McKenney Avenue is stormwater management facility (SWMF) 1 and its associated channel that provide a stormwater link between Lacombe Park Lake and the Sturgeon River. The channel for overland flow will provide opportunities for local ponds to add interest, variety, and habitat. The north-south linkage will also include the current easement for the intermediate pressure gas line. The stormwater linkage will be designated as a public utility lot (PUL).

This open space linkage will be a naturalized landscape to improve connectivity for wildlife movement and to minimize maintenance costs. Careful attention will be given to the gradient of the stormwater

conveyance channel to provide positive drainage and avoid stagnant water wherever possible.

Other trails will connect with the north-south open space linkage, including both on-street sidewalks and off-street trail systems, in order to provide a comprehensive trail network throughout the neighbourhood. A portion of Natural Area D, which is an east-west running mixed-woods stand, will be retained as Municipal Reserve, and a trail is proposed within the tree stand. Routine assessment will need to be completed to assess the health and life of the tree stand. Trails developed within a Public Utility Lot (PUL) provide public linkages, but no Municipal Reserve designation is provided in these instances. The trails must be installed, by the developer, at the time of subdivision so that future residents are aware of trail alignments. The conceptual neighbourhood trail network is shown on Figure 2, Future Land Use and Figure 3, Transportation.

3.6.4 School/Park Sites

Two school/park sites are proposed within the Plan Area as part of the required Municipal Reserve dedication. A school/park site of 3.89 hectares± is proposed north of McKenney Avenue. Two neighbourhood roadways are adjacent to the school site with a proposed pedestrian linkage on the south-east corner. The proposed low density residential may have private rear access to reduce the number of driveways; thus, minimize pedestrian and vehicle conflict that occurs at a school site. At the time of subdivision approval and the development permit, traffic calming mitigation measures on the neighbourhood roadways adjacent to the school sites shall be considered.

A second school/park site of 3.8 hectares± is proposed east of the Neighbourhood Activity Center. This school/park site will have frontage onto both Riverside Drive and Rankin Drive. Low density residential developments will back onto this site.

Parks shall be designed to maximize frontage onto public streets for better access and visibility. Increased visibility will create safer public spaces natural surveillance from adjacent pedestrian and vehicular traffic.

Design of school sites should consider more than one access point into the school site. Bus layby pick up/drop off area, on and off-loading area and parking areas should be accommodated within the school property. Placement and design of school buildings, sports fields, playgrounds, and parking areas should consider impact onto adjacent residential developments with regards to privacy, noise, and traffic. Emphasis shall be placed on connectivity of the school sites with integrating walkways to allow pedestrian connectivity within the school site, as well as, between the school and the park site. Consideration should be given to site design, with proactive placement of pedestrian crossings aligning with desired paths of school access points. Traffic calming and reduction of conflict between road users (i.e. – no pedestrian crossings accommodated within drop off bays) should also be considered in site design. Pedestrian connectivity should be included to connect the school/park site to the rest of the adjacent neighbourhood. Design elements should consider the use of cross walks, signage, depressed curb, and tactile surfaces to facilitate accessible pedestrian connectivity.

Table 3-1: Student Population Projection

Age	Grades	% of 2018 City of St. Albert Census age composition population 62,841	Student Generation Riverside Population 10,310
5-9	K-4	6.5%	670
10-14	5-9	6.9%	711
15-19	10-12	6.6%	681
Total			**2,062**

The anticipated number of students in the Riverside neighbourhood at full build-out is approximately 2,062 students between the ages of 5 to 19 years. This is based on the City of St. Albert 2018 Municipal Census population of 62,841, the anticipated population of 10,310 for Riverside, and the percentage of each age/grade category. At the time of development, the most current Census for St. Albert and consultation with school boards will be taken into consideration to better anticipate student population, and determine appropriate park amenities for the community and school needs.

3.6.5 Neighbourhood Parks

In addition to Red Willow Park, the open space linkages, the school/park sites, and neighbourhood parks will be distributed through the residential area to provide passive and active recreational opportunities within walking distance of all residents. These neighbourhood parks will range in size from 0.3 hectares± to 2.0 hectares±. The linear parks will have a minimum width of 20 metres.

3.6.6 Stormwater Management Facilities

Eight stormwater management facilities are proposed within the Plan Area. While these facilities provide a utility function, they also are integral parts of the open space system. The location and size of each facility is conceptual at this time, subject to further analysis and design prior to redistricting and subdivision. The size of each will meet the required release rates in the *Municipal Engineering Standards*.

The design of the facilities will maximize the opportunities to complement or enhance natural areas and habitat corridors (such as the north-south open space corridor). All of the stormwater management facilities will have a naturalized shoreline. Stormwater management facilities provide opportunities to create and enhance wildlife habitat, add visual amenity, and provide for a variety of passive recreational opportunities. At the time of subdivision, a stormwater management facility will be provided as a Public Utility Lot (PUL); therefore, no Municipal Reserve credit will be given for PUL uses. Two stormwater management facilities will be located below the Designated Flood Line, and are subject to Alberta Environment and Parks standards and City approval and standards. Municipal Reserve credit may be provided to upland areas of stormwater management facilities, based upon City policies, to be determined at the time of subdivision.

3.7 Institutional Uses

3.7.1 Institutional Uses

At the request of the Missionary Oblates, their existing property in the northeast portion of the Plan Area has been designated for future low- and medium-density residential land use. The current institutional use will continue in the interim.

Under the Land Use Bylaw, limited institutional uses are allowed in medium density land use districts as discretionary uses, including supportive housing and long-term care housing. In addition, group homes are allowed in low density residential land use districts. These uses may be incorporated into the Riverside neighbourhood without requiring amendments to the ASP.

3.8 Development Statistics

The development statistics for the Plan Area are shown, quantitatively, in Table 3-2.

The titled area for the boundary of the Riverside Area Structure Plan is 284.4 hectares±. Environmental Reserves in the amount of 47hectares± have been dedicated and 1.15 hectares± still needs to be dedicated for a portion of 20 Meadowview Lane. The residential area is 121.5 hectares±, which is 56%± of the developable area. The commercial area is 5.7 hectares±, which is 2.6%± of the developable land.

The population per household fluctuates depending on the type of dwelling unit, as indicated in the City of St. Albert Census 2018. In the low density units, of which 2,462 units are projected, 2.90 persons per household are anticipated. In the medium density residential areas, 806 units are projected, and the number of persons per household is 2.23. In the high density residential areas, 780 units are projected at 1.76 persons per household. Should supportive living accommodation be developed that has sleep units instead of dwelling units, sleep units are not counted as part of the number of dwelling units per net residential hectare.

Overall, the Riverside ASP will have approximately 33 dwelling units per net residential hectare. MDP policy 7.1.3 encourages innovation and emerging housing types that are compatible with existing and planned neighbourhoods.

MDP policy 14.6.10 indicates the development timing of multi-unit buildings in relation to the overall residential development. The total number of residential units is 4,048, of which 806 are medium density and 780 high density units, and 2,462 are low density units. This indicates a 39% split between low density, and medium and high density units.

Table 3-2: Development Statistics

	Area (ha)±	% of NDA	Units	Pop.
Gross Area	**284.4**			
Hogan Road within GNWSP	1.5			
Environmental Reserve (ER) (Future)	1.15			
Environmental Reserve (ER) (includes 4.0 ha± for two SWMF as a PUL within ER) (Registered)	47.45			
Heritage Park & Meadowview Ball Diamonds	15.7			
Subtotal Non-developable Area	**65.8**			
Net Developable Area (NDA)	**218.6**	**100.0%**		
Other Uses				
N-S Gas Line Public Utility Lot (PUL)	0.9	0.4%		
Lift Station / Service Connections / Walkways (PULs) (not included 1.9 ha± PUL (utility right-of-way) within registered ER & MR)	2.1	1.0%		
Municipal reserve (includes trails not over utilities, park, school, 50% trail around SWMF not in ER) (Future)	6.7	3.1%		
Municipal Reserve (Registered)	14.4	6.6%		
Stormwater Management (PUL) (not included 4.0 ha± of two SWMFs within ER)	15.7	7.2%		
Arterial Road - McKenney Avenue	7.8	3.6%		
Internal Circulation (non-arterial)	45.5	20.8%		
Subtotal Other Uses	**93.1**	**43%**		
Commercial	5.7	2.6%		
Subtotal Commercial	**5.7**	**2.6%**		
Residential				
Low Density Residential	102.6	47%	2,462	7,140
Medium Density Residential	12.4	5.7	806	1797
High Density Residential	6.5	3.0%	780	1,373
Subtotal Residential	**121.5**	**55%**	**4,048**	**10,310**

The following density figures were used to forecast population growth shown in Table 3-2:

- 24 du/ha for low density residential
- 65 du/ha for medium density residential
- 120 du/ha for high density residential

Table 3-2 Notes:

- May not add up to 100% due to rounding.
  Overall, 33 dwelling units per net residential hectare, which meets the minimum density required of 30 dwelling units per net residential hectare as per the Capital Region Board (CRB) Growth Plan of 2009.
- The Residential breakdowns consist of:
  - 23-39 du/ha for low density residential development
  - 40-100 du/ha for medium density residential development (may go up to 125 du/ha if the development meets density bonus provisions in Land Use Bylaw)
  - 100-140 du/ha for high density residential development (may be greater if the development meets provisions in Land Use Bylaw)
- Expected population per residential unit based on St. Albert's 2018 Census is:
  - 2.90 persons per low density dwelling unit;
  - 2.23 persons per semi-detached, duplex, and townhouse; and
  - 1.76 persons per apartment
- *Supportive Living Accommodation, sleep units are not part of the dwelling unit count.
- Population statistics would include supportive living accommodation population.

4.0 TRANSPORTATION

4.1 Boulevard Crosstown and Collector Road Network

The Transportation network for Riverside is shown on Figure 3, Transportation. This map consists of a series of coloured roadways and trails that define roadway classifications to accommodate expected future transportation patterns for the subject lands. Ray Gibbon Drive is a Boulevard Roadway in the immediate vicinity of Riverside ASP. McKenney Avenue is the major east-west Crosstown (arterial) road through the ASP area, providing connections to Ray Gibbon Drive and St. Albert Trail. Ray Gibbon Drive, located on the west boundary of the ASP, provides connections to Edmonton via Anthony Henday Drive and connections north to Villeneuve Road. In addition, St. Albert Trail (Hwy 2) provides connections to Edmonton to the south and Sturgeon County to the north.

Ray Gibbon Drive and McKenney Avenue, as designated boulevard/crosstown, will be part of the truck route/dangerous goods route network.

4.2 Neighbourhood and Local Road Network

A looped neighbourhood roadway will provide two north accesses off McKenney Avenue. The proposed school site with a park north of McKenney Avenue is located on two collector roadways. The proposed access for the townhouse product, in the area of the school site, may have private rear access to reduce conflict with the traffic generated by the school. Alternative road intersection design such as roundabouts should be considered at the intersection of neighbourhood to neighbourhood roadways.

There are three neighbourhood roadways connecting parcels located south of McKenney Avenue. Riverside Drive is one of the south oriented neighbourhood roadways that provides access to the second school and park site from the crosstown roadway - McKenney Avenue. The second school and park site are located at the intersection of Riverside Drive and Rankin Drive and provides east-west roadway connection. Rose Gate leads south and is adjacent to the commercial site and connects to Rankin Drive. Rankin Gate, the third neighbourhood roadway, on the west portion of the Plan Area, provides access to the residential portion located in the southwest. On the west side of the Grey Nuns White Spruce Park, Redpoll Wynd is a north-south neighbourhood

roadway to provide bus access to the park parking area. The parking area will accommodate bus turnarounds, because the looped roadway to the west narrows to a local roadway that is not designed for bus traffic.

A new neighbourhood connection of Rankin Drive to Mission Avenue is proposed – by extending Rankin Drive to connect with Meadowview Lane to the east. This proposed roadway will provide a north-south connection from Rankin Drive to Mission Avenue, with an intersection accommodated northwest of the St. Albert Grain Elevator Park (future Heritage Sites) on Mission Avenue. This new roadway shall provide service and improve connectivity to the Riverside community to the west, and access to the Meadowview Ball Diamonds and heritage sites to the east.

The majority the Meadowview Drive right-of-way will be closed and integrated into the overall development plan. The majority of the roadway of Meadowview Drive is now called Rankin Drive. Hogan Road will be closed, and the lands integrated into the overall development plan. The portion of Hogan Road within the GNWSP is not part of the gross developable area and its future will be determined as part of the Red Willow West Master Plan update in 2016. The road names for remaining Meadowview Drive, Meadowview Lane, and Hogan Road may have different names in the future.

For the development located on the south side of the Rankin Drive (near the high density sites), additional roadway layout improvements to address traffic operation and access are required. These improvements will ensure compliance with the principles of Complete Streets, by addressing the access challenges to the high density residential site, and conformance to the design standard regarding cul-de-sacs. This may result in the need for a possible future east-west roadway connection to enable improved connectivity, traffic flow and adequate access to the high-density sites. The final location and design of the site access, along with future roadway connections, will occur during subdivision, and/ or, site development.

Design of the proposed roadway network is based on overall population density and trip generation of 32 dwelling units per net hectare. Any increases to development density or intensity of uses could have impacts to functional operations of the roadway network. Future amendments will require an updated Traffic Impact Assessment to address this parameter.

4.3 Transit

It is anticipated that the transit system will follow the crosstown road network, with loops through the neighbourhood following the connector roadway system. Transit stops are typically proposed along connector and neighbourhood roadways, and done in consultation with the City's Transit Department. Transit route planning and development must occur at the earliest stages of the neighbourhood development with the expectation that services will be introduced as per Transit Services Policy C-TS-01, as amended.

4.4 Rail

There are two existing at-grade rail crossings of the CN rail line: one crossing at McKenney Avenue and one crossing at Meadowview Lane. The proposed new neighbourhood roadway, connecting Rankin Drive to Mission Avenue, utilizing the road right-of-way of Meadowview Lane, will require a closure of the existing Meadowview Lane at-grade crossing, and design and construction of a new at-grade rail crossing to the northwest of the Heritage Sites along the new proposed roadway (west of Mission Avenue).

The CN rail line runs along the north boundary of the Plan Area. CN is federally regulated. In May 2013, CN issued Guidelines for new Development in Proximity to Railway Operations. CN recommends a number of noise attenuation, setback, and vibration mitigation measures for new development along rail lines. These guidelines will be reviewed and applied to development in Riverside at the time of subdivision, and executed at the Development Agreement stage.

In the future, the CN rail line will be temporarily rerouted slightly southwards to enable Ray Gibbon Drive to be lowered and the existing tracks to be above Ray Gibbon Drive. The temporary rerouting is 0.192 hectares± on the northwest corner of the Plan Area, and 0.236 hectares± on the west side of Ray Gibbon Drive, which is not within the Plan Area, see Figure 3, Transportation. These two areas are legally registered as roadway.

4.5 Pedestrian/Bicycle Links

The open space system and roadway system provide opportunities for an extensive network of trails to extend the Red Willow Park trail system throughout the neighbourhood. Opportunities will be created for external links along the Sturgeon River and north to Lacombe Lake Park, and other neighbourhoods.

Pedestrian connectivity in low density areas should be promoted through the provision of mid-block connections, and to connect cul-de-sacs to connector and neighbourhood roadways.

Medium and high-density developments should be placed closer to the public street to promote accessibility using walkways to connect to the public street.

Consideration, design and implementation of pedestrian accommodation crossing the rail corridor at the new proposed at-grade rail crossing (for the proposed new roadway connecting Rankin Drive to Mission Avenue) will be made to promote and support active accommodation to the east of the community.

4.6 Noise Attenuation

Noise attenuation from Boulevard and Crosstown routes (Ray Gibbon Drive and McKenney Avenue) and rail line (CN railway) will be provided by the developer as per City standards at the time of development. In addition, noise, and vibration mitigation, as per CN Rail standards for development near rail operations, will be provided by the developer. Provision of noise attenuation amenities would be required as part of the Development Agreement process and will be reviewed at the time of subdivision, Development Agreement, or Development Permit stage. Additional requirements may be needed for residential developments adjacent to, or within, a commercial or mixed-use development so that noise, odours, and light impacts from the commercial area to the residential area are addressed prior to, or at the time of, Development Permit.

4.7 Off-Site Levies

The Riverside neighbourhood is subject to Off-Site Levies. Off-Site Levies will be calculated, assessed, and collected at the time of subdivision or upon execution of Development Agreement, in accordance with Council policies and approved bylaw.

Should a subdivision or Development Agreement not be part of the development process, levies will then be collected at the time of Development Permit.

In addition to Off-Site Levies, additional costs may need to be borne by the developers to facilitate the near term plan of infrastructure capacity improvements.

4.7.1 Notes

As upgrades are required to the water supply and distribution system, to the wastewater collection system (sanitary), to the stormwater management facilities, and the transportation roadway infrastructure identified within the Off-Site Levy Bylaw, required to support a development stage, may be required to be front-ended by the developer to enable that development stage. Front-ending and recovery processes shall be consistent with approved Council Policies.

Should a developer choose to oversize without a request from the City, the oversizing will be at the cost of the developer, and the cost will not be recoverable. In addition, the City will take ownership of such oversized infrastructure and will determine how the capacity will be used.

Interim solutions are not eligible for reimbursement through the Off-Site Levy program.

4.8 Complete Streets

The Riverside neighbourhood will implement Complete Streets Guidelines that were adopted and approved by Council on October 22, 2018.
Complete Streets Guiding Principles are noted below:

1. Streets should safely accommodate users of all ages and abilities.
2. The street network should be well-connected, provide direct paths of travel, and should not act as barriers.
3. Streets should provide mobility, access to homes, businesses and schools, civic space for leisure, recreation, and other activities.
4. Streets should provide choices for all users, and be fair in their allocation of space for all users.
5. Streets should be aesthetically attractive, reflecting St. Albert's application of nature, unique architecture, and the botanical theme.
6. Streets should support the land use, economic development, environmental sustainability, personal security, public health, cost-effectiveness, and other objectives.

4.9 Crime Prevention Through Environmental Design (CPTED)

Decisions relating to transportation design, street patterns, access, noise barriers, public open spaces, parks, multi-use trails, walkways, stormwater management facilities, and the built environment shall use CPTED principles to create a safe and secure neighbourhood. The following basic strategies, respecting existing City standards, will be used during the development of the Riverside neighbourhood:

- Use of natural surveillance strategies to increase visibility and awareness of public and private space;
- Use of natural access control techniques to guide/direct person within the natural and built environments; and
- Promotion of territorial reinforcement by increasing definition of space and local stewardship.

4.10 Timing of Development – McKenney Avenue Crossing

All development in Riverside shall be accessed from McKenney Avenue. Development may occur on Rankin Drive only at such time as McKenney Avenue connects with Rankin Drive such as via Riverside Drive or another north-south roadway.

4.11 Potential Future Roadways and Intersections

Future potential roadway connections and intersections are shown with dashed linework in Figure 3 – Transportation, to depict the location of such roadways within the ASP. The roadways will improve connectivity and access to high density sites and access within the neighbourhood. The alignment and design details of these roadways and intersections will be determined at the subdivision stage.

4.11.1 Roadway Connection for High Density Sites

Refer to Section 3.3.3 – High Density Residential, for details on the roadway connection for high density sites.

4.11.2 Meadowview Lane

Meadowview Lane is planned to be extended to connect between Mission Avenue and Rankin Drive with a new railway crossing supporting whistle cessation. This includes closure of the existing Mission Avenue/Meadowview Drive intersection. Meadowview Lane will provide alternate access to the Riverside neighbourhood, and primary access to the Meadowview Ball Diamonds, the St. Albert Grain Elevator Park, and the future Heritage Park development.

5.0 UTILITY SERVICES

5.1 Water Servicing

Water will be provided to the Riverside neighbourhood by the extension of existing or future water mains along the northern and eastern edges of the ASP as shown on Figure 4, Water Servicing. These extensions are from the Ville Giroux, Lacombe Park, and Mission neighbourhoods. Internal looping may be necessary as staged development occurs. As development occurs, analysis will be required to determine pipe size for adequate level of service and to ensure that sufficient pressures for fire protection can be achieved. Pressure Release Valves (PRVs) will be required to provide the recommended pressure range to service Riverside. Water mains of the appropriate sizes will be required to be carried through the development and connections will extend to the edge of the ASP boundary or acceptable termination points as determined by the City. The Heritage Park will have a looped waterline to Meadowview Lane.

5.2 Wastewater Collection System

Two lift stations are proposed within the Riverside ASP. The Heritage Park will have its own lift station to service only the Heritage Park that connects to the North Interceptor line on Mission Avenue. The remainder of Riverside will be gravity serviced by one lift station, located south of Rankin Drive on Redwing Wynd. The flows are directed from north-west to south-east, draining to the lift station. Force mains will be required to discharge the flows to the major sewer main constructed along St. Vital Avenue and the CN rail line that parallels Morgan Crescent. The required wastewater collection system for the Plan Area is as per Figure 5, Wastewater Collection System.

5.3 Stormwater Management

UMA Engineering Ltd., on behalf of Genstar Development Company Limited, submitted the "Northwest St. Albert Drainage Master Plan" (Drainage Master Plan) to the City of St. Albert and Alberta Environment.

Figure 6, Stormwater Management, shows the eight (8) stormwater management facilities (SWMF) and one open drainage channel within the Plan Area. The required release rates at the time of writing this document is 2.5 litres, per second, per hectare (L/s/ha) as per the Big Lake Stormwater Management Plan Report May 2004. The location and size of each facility is conceptual and subject to analysis and design approval at time of subdivision.

The SWMFs may provide opportunities for enhanced wildlife habitat, added visual amenity, and some passive types of recreational opportunities. The shorelines of the SWMFs will be naturalized. Naturalized planting may be installed to provide a riparian edge to the ponds.

SWMF 1 is located south of the CN Railway and west of McKenney Avenue and supports 40.50 hectares± of low density residential. SWMF 1 also carries the release flows from existing upstream developments in North Ridge and Lacombe Park neighbourhoods. The south outlet discharges SWMF 1 through a drainage channel. The drainage channel provides a Low Impact Development (LID) conveyance system. A concrete box culvert carries the stormwater under Rankin Drive. This channel connects to SWMF 2 and 3 at the south portion of the Plan Area. SWMF 4 is located on the north side of McKenney Avenue and will service 63.7 hectares±. SWMF 4 will release to SWMF 5 located in the south-west portion of the Plan Area. SWMF 5 will service an area of 29.8 hectares±. A portion of SWMF 5 is located within the environmental reserve. SWMF 6 will service the eastern portion of the Plan Area and is located within the environmental reserve. SWMF 7 and 8 are located on the southeast portion of the plan on adjacent lots - River Lot 22 (27 Genstar Annex) and Plan 822 2288, Lot A (20 Meadowview Lane) to service that section of the Plan Area. A design brief is required to inform details of stormwater servicing for 10 and 20 Meadowview Lane at a future ASP amendment and at time of subdivision.

The Heritage Park will utilize surface drainage that retains the existing contours of the land. Most of the surface area will be permeable with fields, gardens, and natural areas.

The intent is to incorporate part of the Sturgeon River flood fringe area to construct two SWMFs. Discharge to the Sturgeon River or Big Lake would consist of either a piped system or open channel flow. Either system would require a controlled discharge and Alberta Environment and Parks approval. The stormwater management concept has been discussed with Alberta Environment and Parks, and the SWMF located within the flood fringe area is acceptable. Specific details on the SWMF operation and discharge requirements will be addressed during detailed design and modelling to support the initial stage of development. Sediment control measures will be incorporated into the overall stormwater management system. Storm ponds, strategic settling ponds or mechanical settling devices such as an oil and grit intercept (OGI), will be used to allow removal of suspended solids, as per the City of St. Albert Engineering Standards.

There are four stormwater outfalls from the Riverside neighbourhood. Outfalls are located at SWMF 3, 6, and at the south end of Meadowview Lane. The SWMF 5 outfall is to Big Lake through a pipe under Ray Gibbon Drive.

Low Impact Development (LID) may include bio-retention rain gardens, bio-swales, green roofs, permeable pavements, naturalized drainage ways, and rain-way harvesting.

5.4 Shallow Utilities

Power, gas and communication franchise systems will service the area through agreements established with the developers by the providers or through existing facilities along Rankin Drive, Hogan Road, and McKenney Avenue. Shallow utilities may be located within a public utility lot (PUL) or through a utility right-of-way agreement.

Any existing overhead must be relocated and placed underground at the time of Development.

5.5 Public Utility Lots (PULs)

A Public Utility Lot is where services such as water, wastewater, stormwater pipes, and shallow services are located. The size of a PUL will vary based on the number of utility services and pipe sizes accommodated. PULs can typically range between 6 metres to 9 metres in width. PULs do not receive Municipal Reserve credit. Emergency access to a site will be classed as a public utility lot, and width of access will be determined in consultations with City Engineer and Public Works. Where services are shared or required, provisions of utility rights-of-way will be required to allow passageway for utilities from landowner/developer to enable development by other landowner/developer to proceed.

5.6 Design Brief

Any proposed development at 10 and 20 Meadowview Lane will require a design brief to be completed to the satisfaction of the City Engineering Services to demonstrate sufficient capacity for water, sanitary, and stormwater management service. A design brief may be required for any amendment to this ASP that affects water, sanitary, and stormwater services.

6.0 IMPLEMENTATION

6.1 Development Staging

Construction and development access must be from McKenney Avenue.

This development area will allow some water main looping opportunities within a short period of time to the east and west sides of McKenney Avenue.

Development could then proceed to the east, west or south in response to demand. Water main looping, site access, interim stormwater management, interim sanitary lift stations, and sanitary trunk sewer extensions will be required.

6.2 Redistricting and Subdivision

Timing of redistricting and subdivision applications will be processed in response to servicing capacity, agreements, and market need. Staging of development will be reviewed at time of subdivision to consider serviceability, and in a contiguous and sequential manner.

6.3 Building Inspections

The geotechnical investigations within the Plan Area indicated there are soft and wet soils. The developer, as part of the purchase package to builders, needs to identify soil issues and indicate that further geotechnical study may be required at building permit stage.

At time of subdivision, the developer and the City will consider restrictive covenants related to wet and soft soils that may impact development.

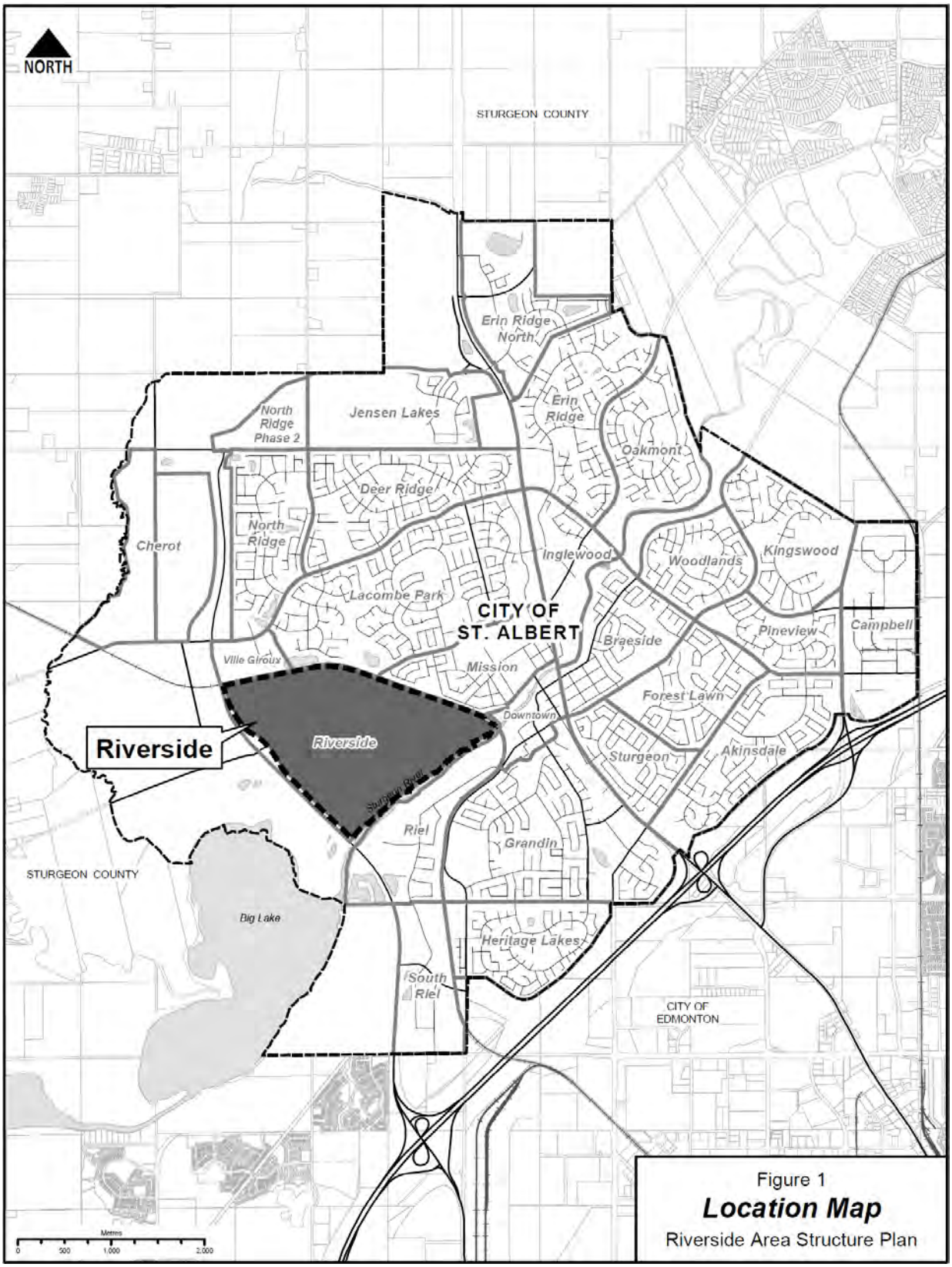
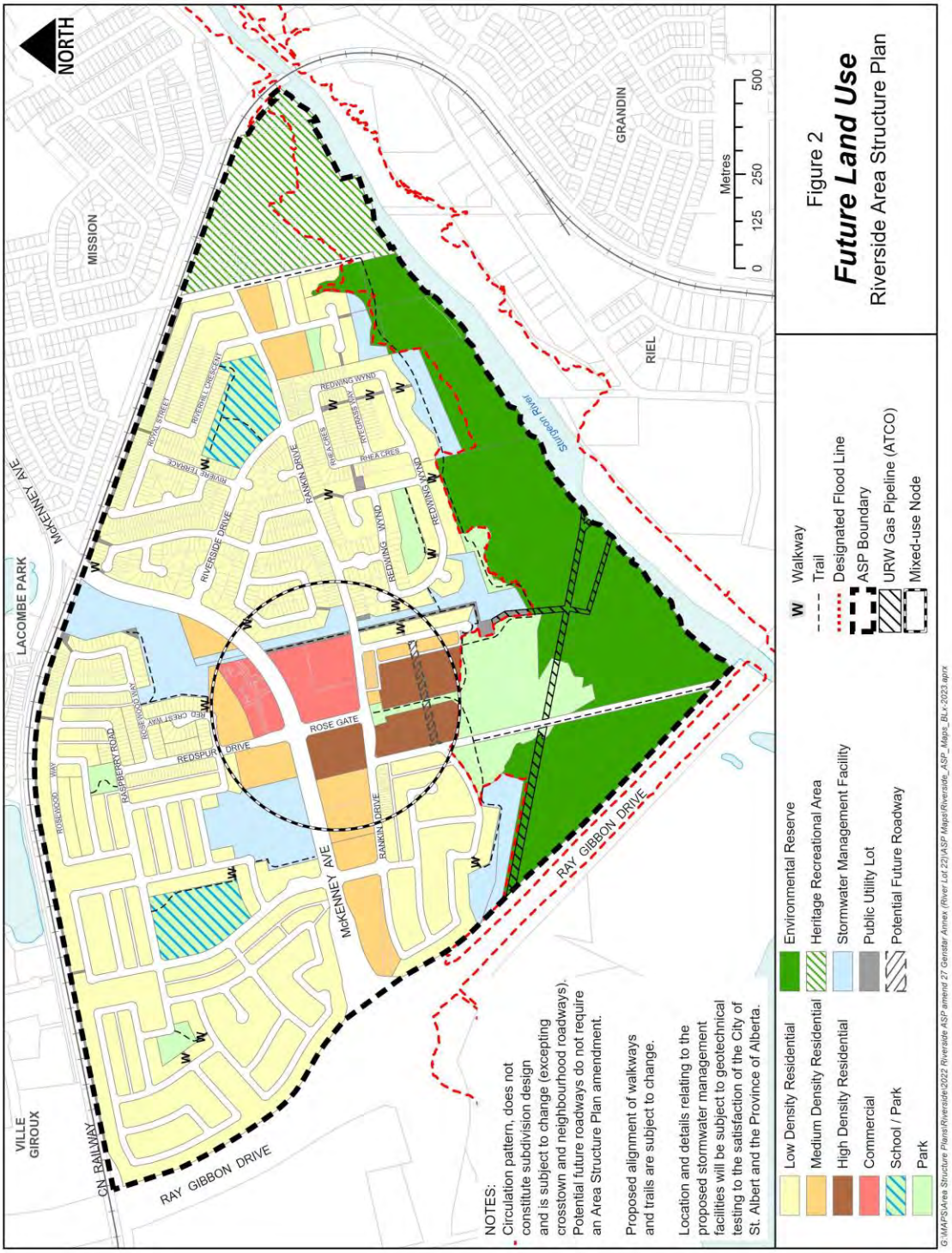
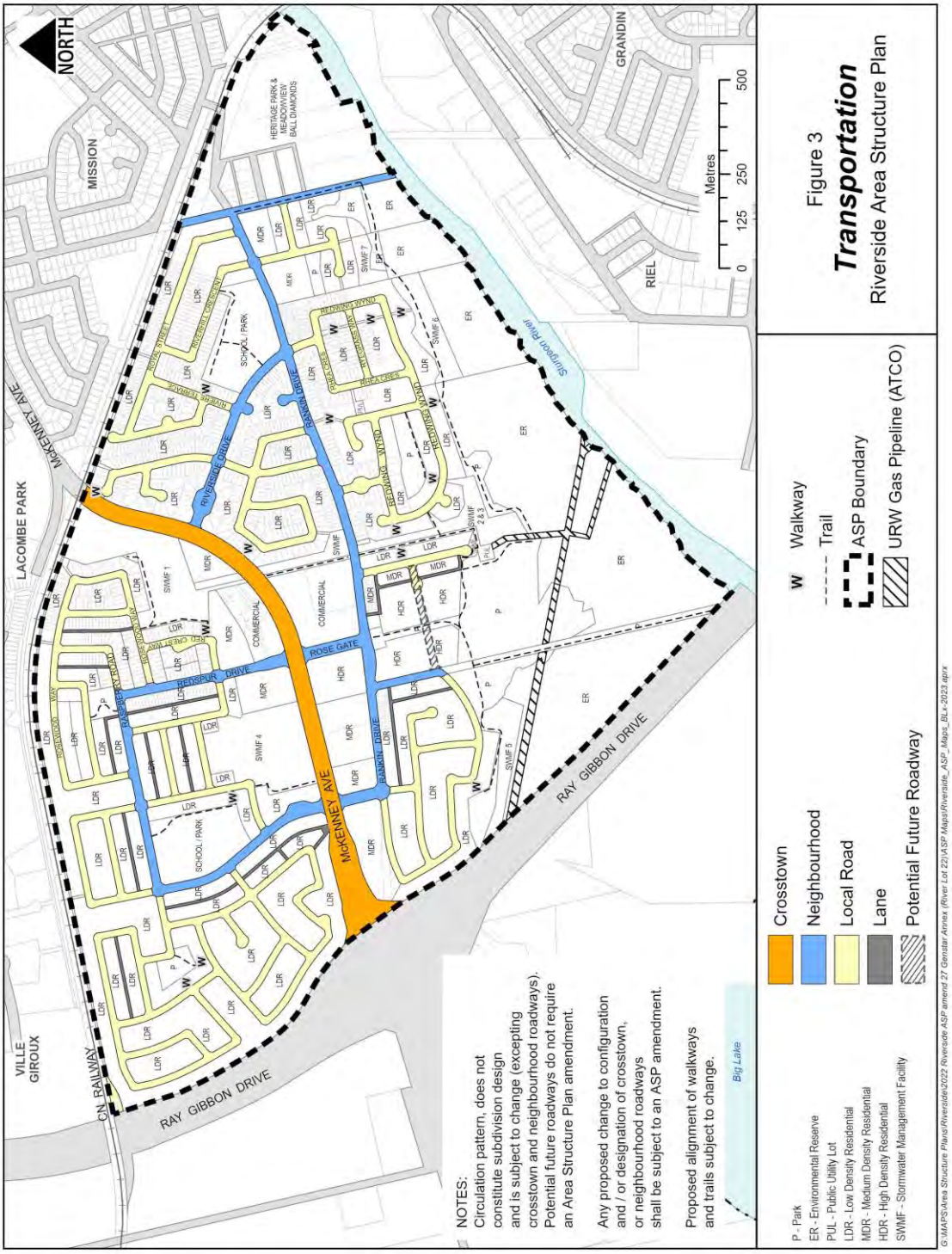
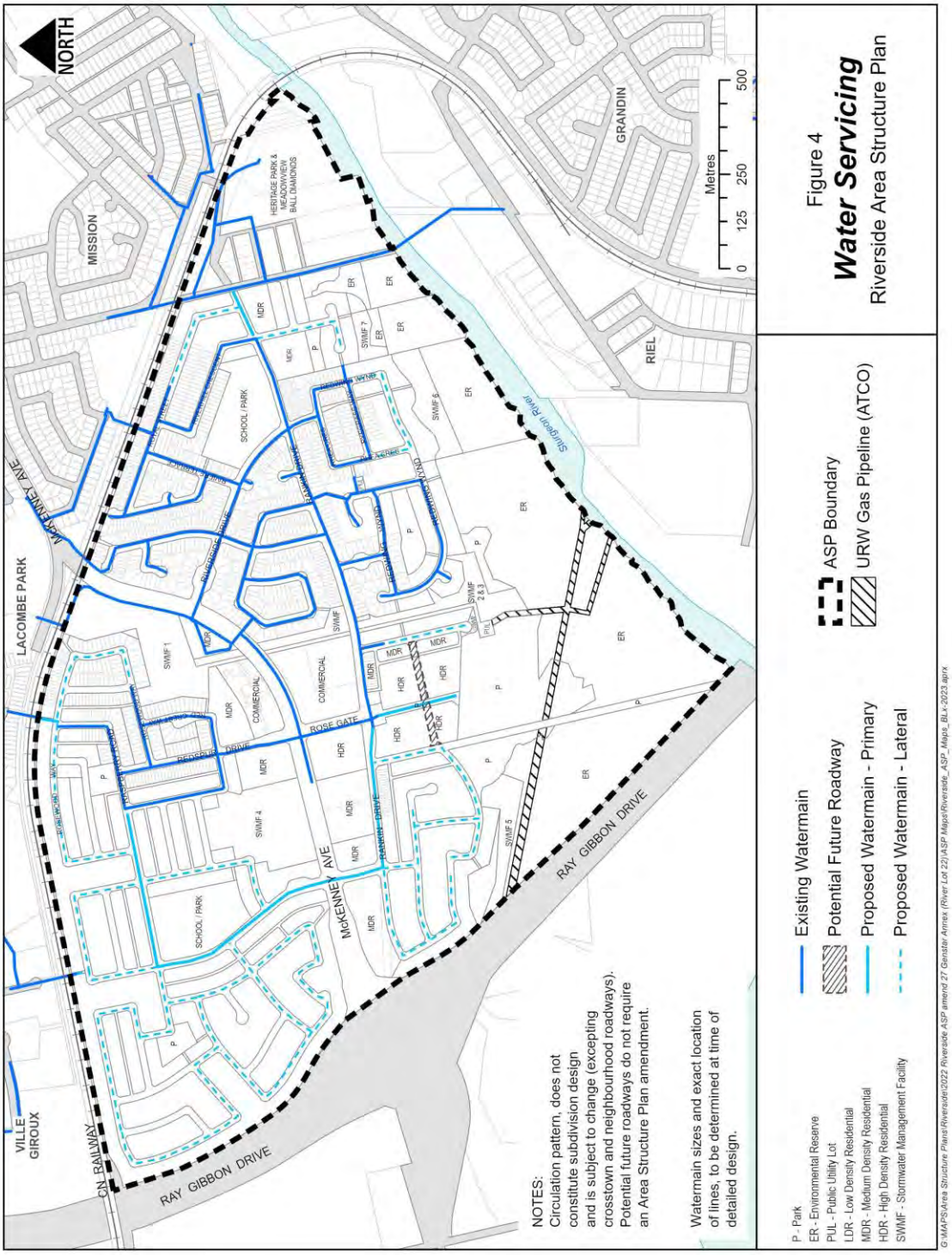
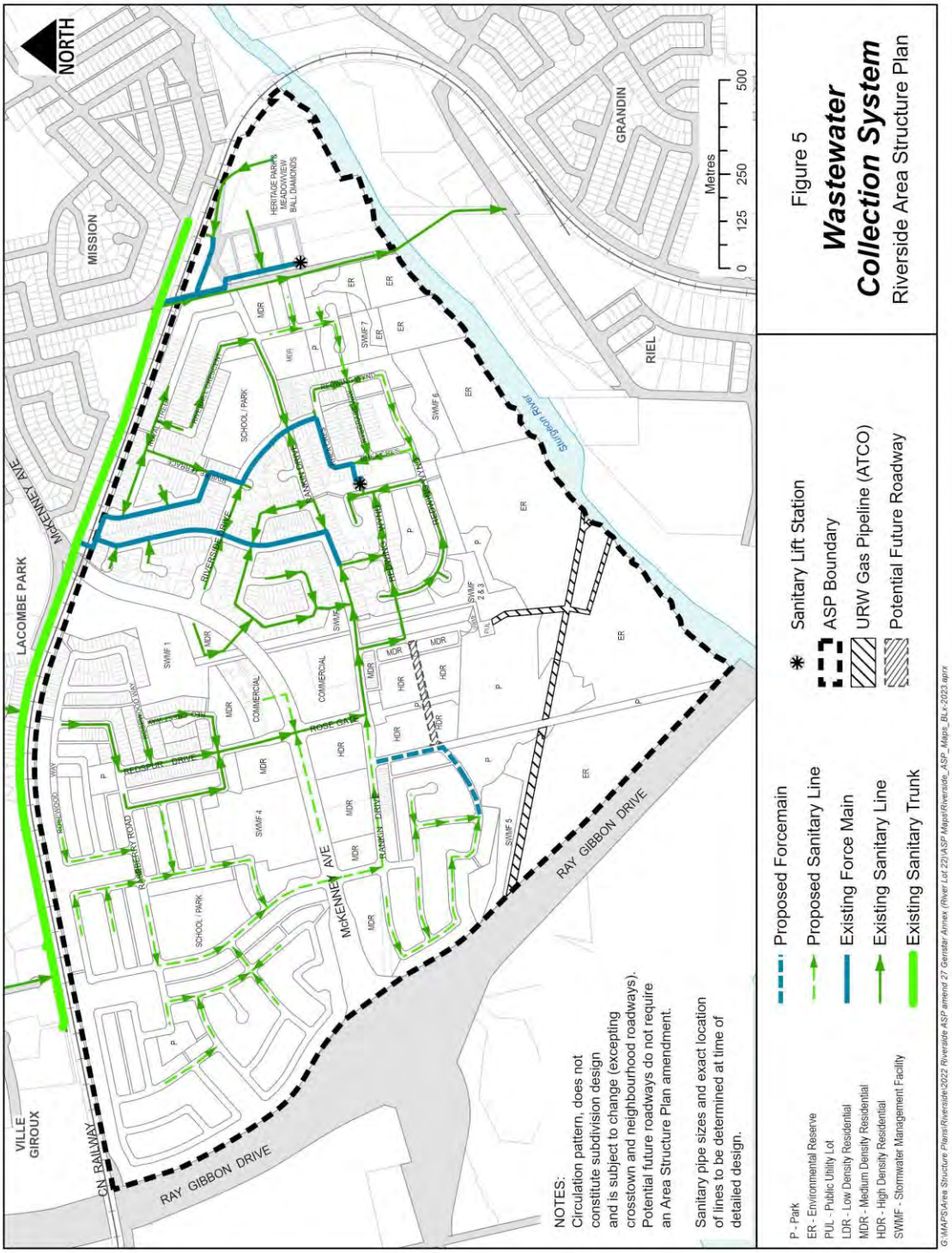


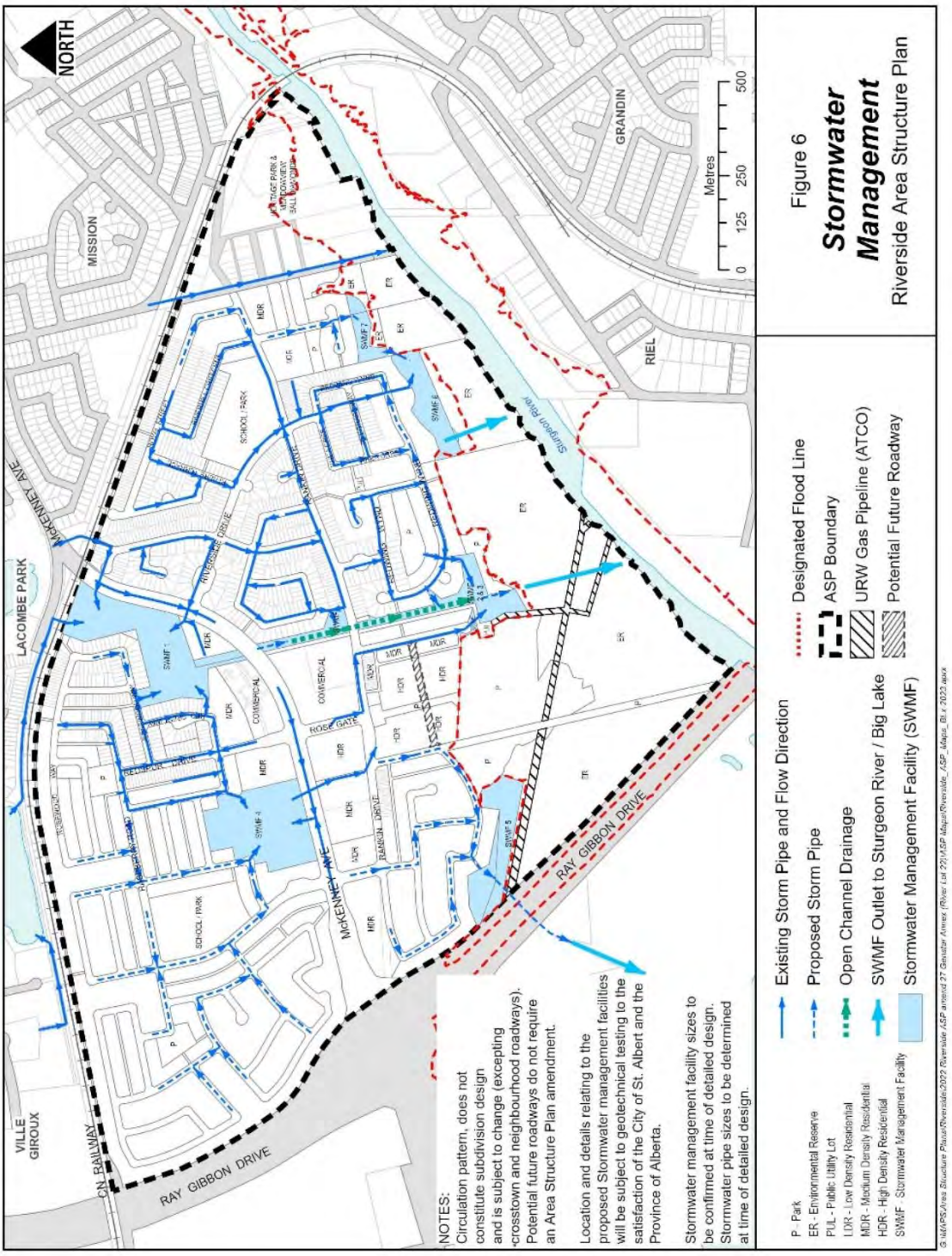
Figure 1
Location Map
Riverside Area Structure Plan

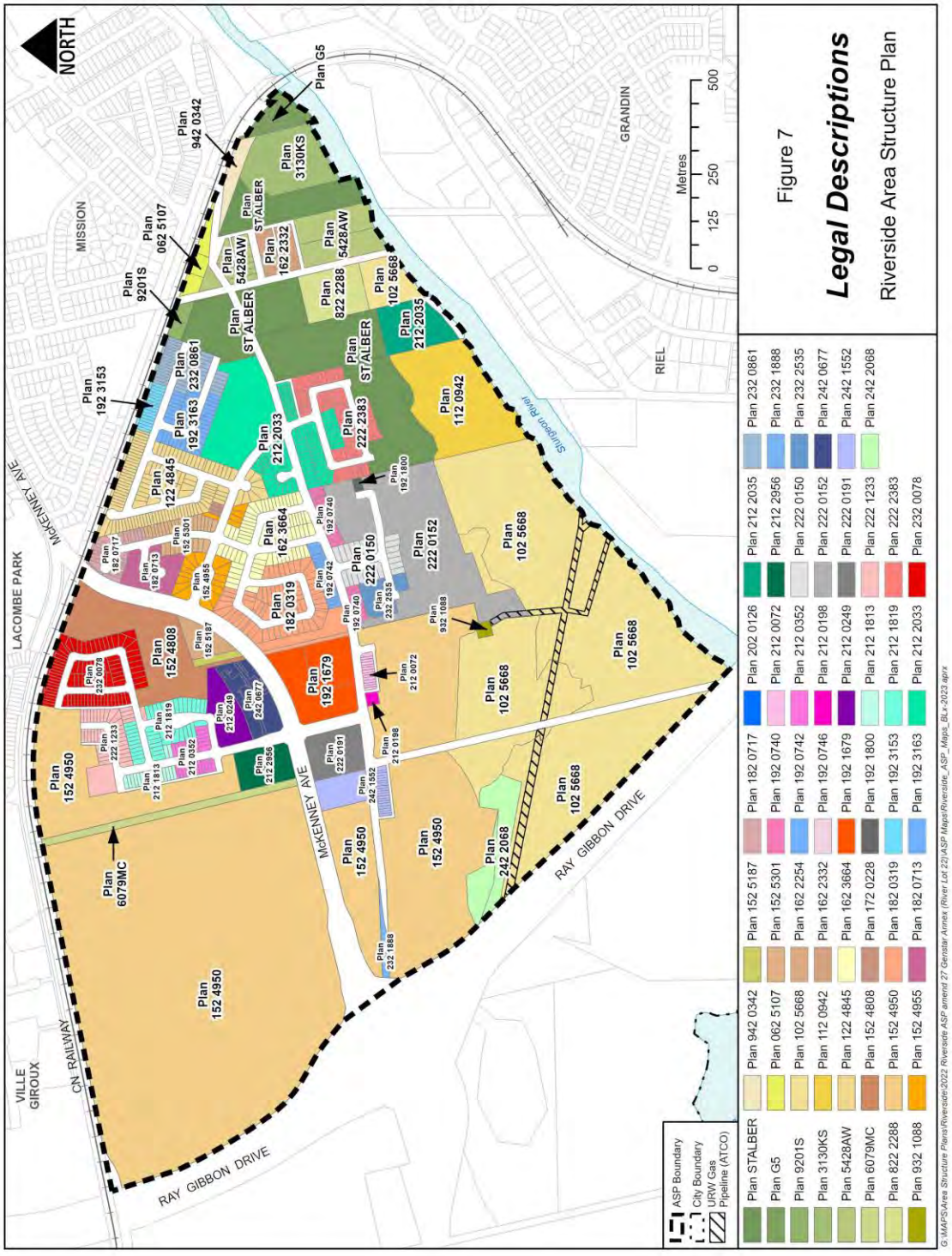

NORTH
MISSION
GRANDIN
RIEL
VILLE GIROUX
LACOMBE PARK
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
ROSE GATE
REDSPUR DRIVE
RASPBERRY ROAD
RANKIN DRIVE
RIVERSIDE DRIVE
REDWING WYND
RHEA CRES
ROYAL STREET
IMPERIAL CRESCENT
RIVIERE TERRACE
Sturgeon River
Metres
0 125 250 500
Figure 2
Future Land Use
Riverside Area Structure Plan
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
School / Park
Park
Environmental Reserve
Heritage Recreational Area
Stormwater Management Facility
Public Utility Lot
Potential Future Roadway
W Walkway
Trail
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Mixed-use Node
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Proposed alignment of walkways and trails are subject to change.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
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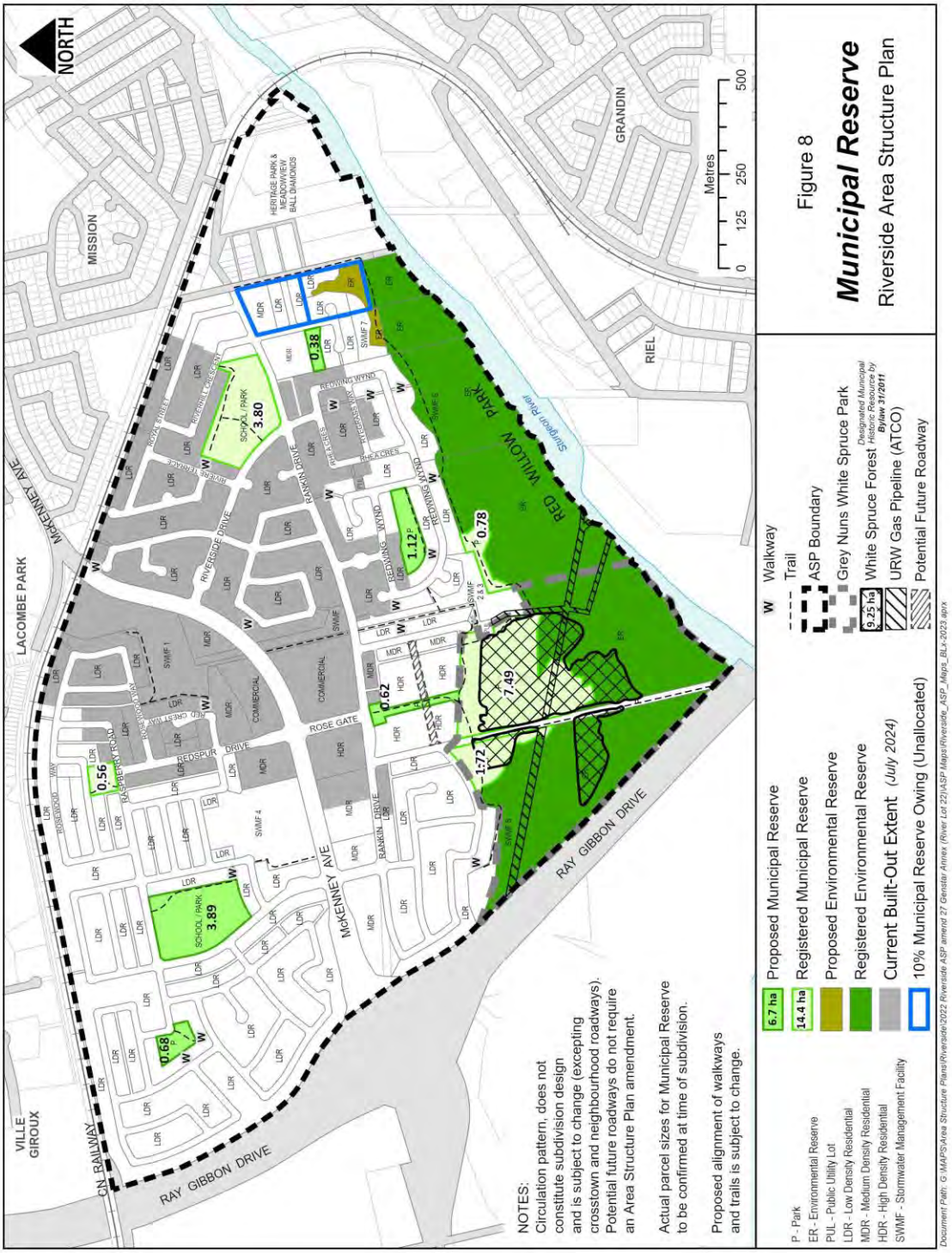

NORTH
MISSION
LACOMBE PARK
MACKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
Big Lake
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
McKENNEY AVE
ROSE GATE
REDSPUR DRIVE
RASMUSSEN DRIVE
RIVERSIDE DRIVE
COMMERCIAL
SCHOOL / PARK
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7
LDR
MDR
HDR
ER
P
W
Metres
0 125 250 500
Figure 3
Transportation
Riverside Area Structure Plan
W Walkway
Trail
ASP Boundary
URW Gas Pipeline (ATCO)
Crosstown
Neighbourhood
Local Road
Lane
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Any proposed change to configuration and / or designation of crosstown, or neighbourhood roadways shall be subject to an ASP amendment.
Proposed alignment of walkways and trails subject to change.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
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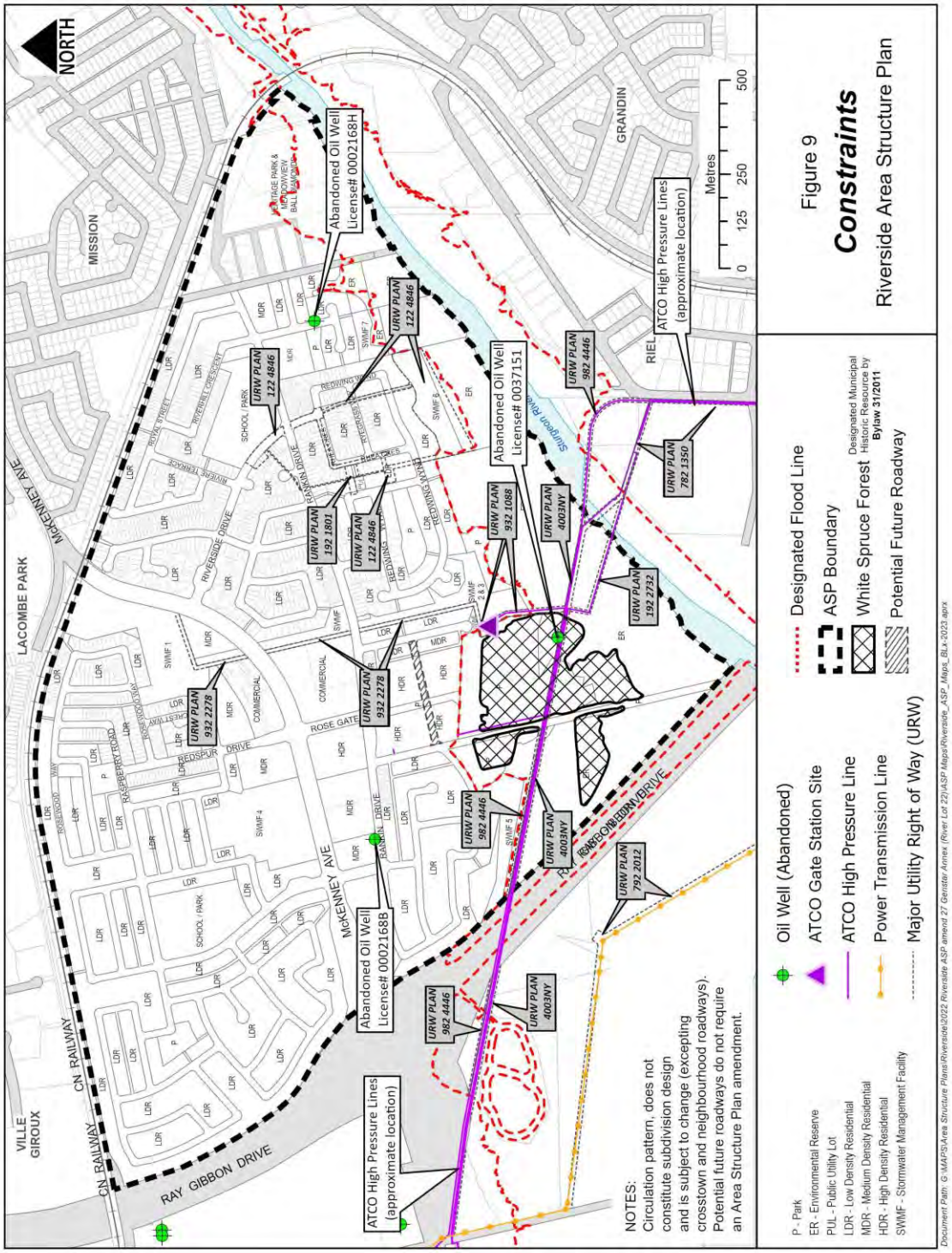

NORTH
MISSION
LACOMBE PARK
MACKENZIE AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
McKENNEY AVE
ROSE GATE
BERGERON DRIVE
RIVERSIDE DRIVE
RIVERSIDE WAY
RIVERSIDE CRESCENT
RIVERSIDE BOULEVARD
RIVERSIDE GREEN
RIVERSIDE LANDING
RIVERSIDE MEWS
RIVERSIDE TERRACE
RIVERSIDE VIEW
RIVERSIDE VISTA
RIVERSIDE WALK
RIVERSIDE WYND
SCHOOL / PARK
COMMERCIAL
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
GRANDIN
RIEL
Sturgeon River
SWMF 1
SWMF 2 & 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7
MDR
HDR
ER
P
PUL
Metres
0
125
250
500
Figure 4
Water Servicing
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Existing Watermain
Potential Future Roadway
Proposed Watermain - Primary
Proposed Watermain - Lateral
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Watermain sizes and exact location of lines, to be determined at time of detailed design.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
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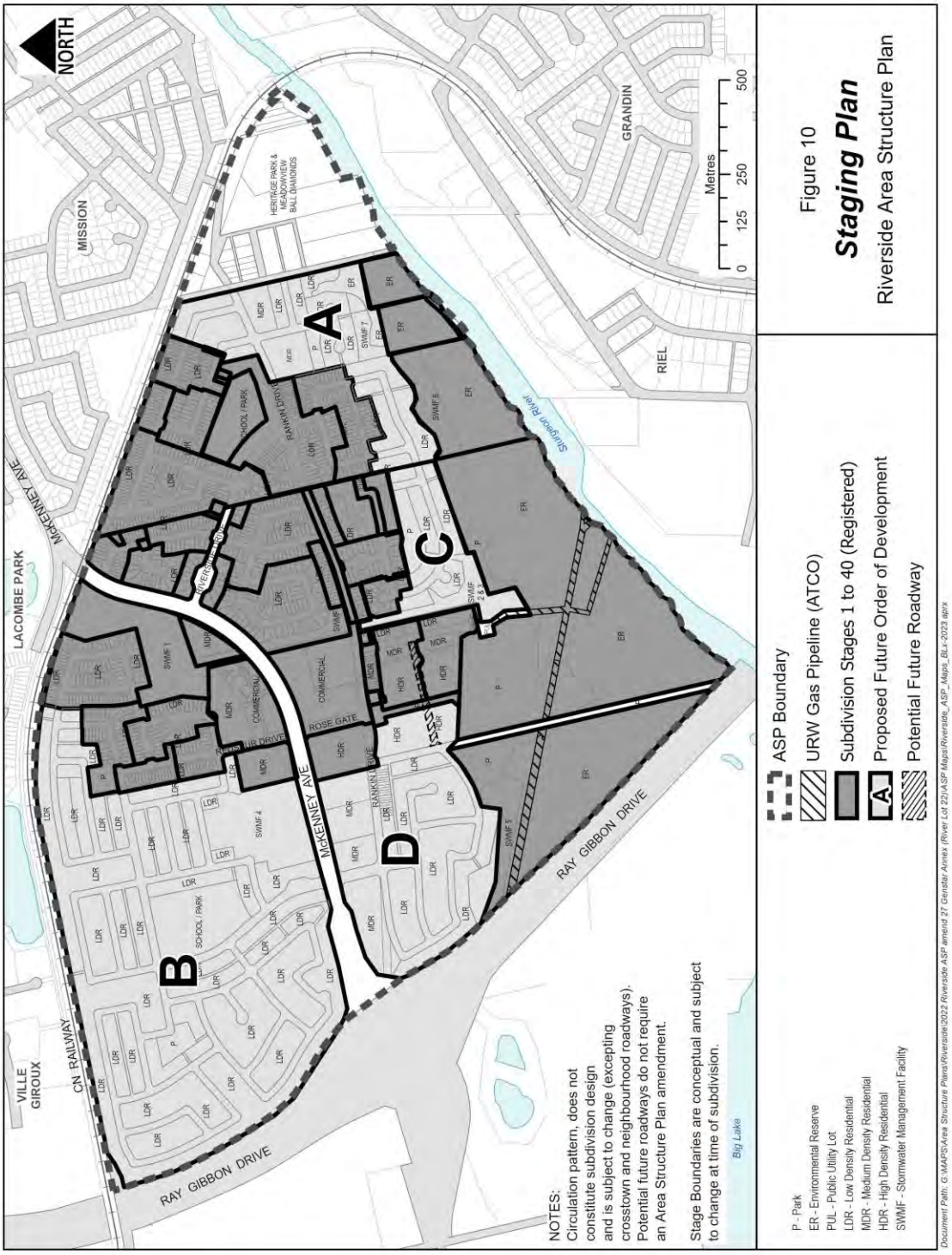

NORTH
LACOMBE PARK
MISSION
GRANDIN
RIEL
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
ROSE GAR
RIVERSIDE WAY
SCHOOL / PARK
COMMERCIAL
HERITAGE PARK MEADOWVIEW BALL DIAMONDS
Sturgeon River
0 125 250 500
Metres
Figure 5
Wastewater Collection System
Riverside Area Structure Plan
Proposed Forcemain
Proposed Sanitary Line
Existing Force Main
Existing Sanitary Line
Existing Sanitary Trunk
Sanitary Lift Station
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Sanitary pipe sizes and exact location of lines to be determined at time of detailed design.
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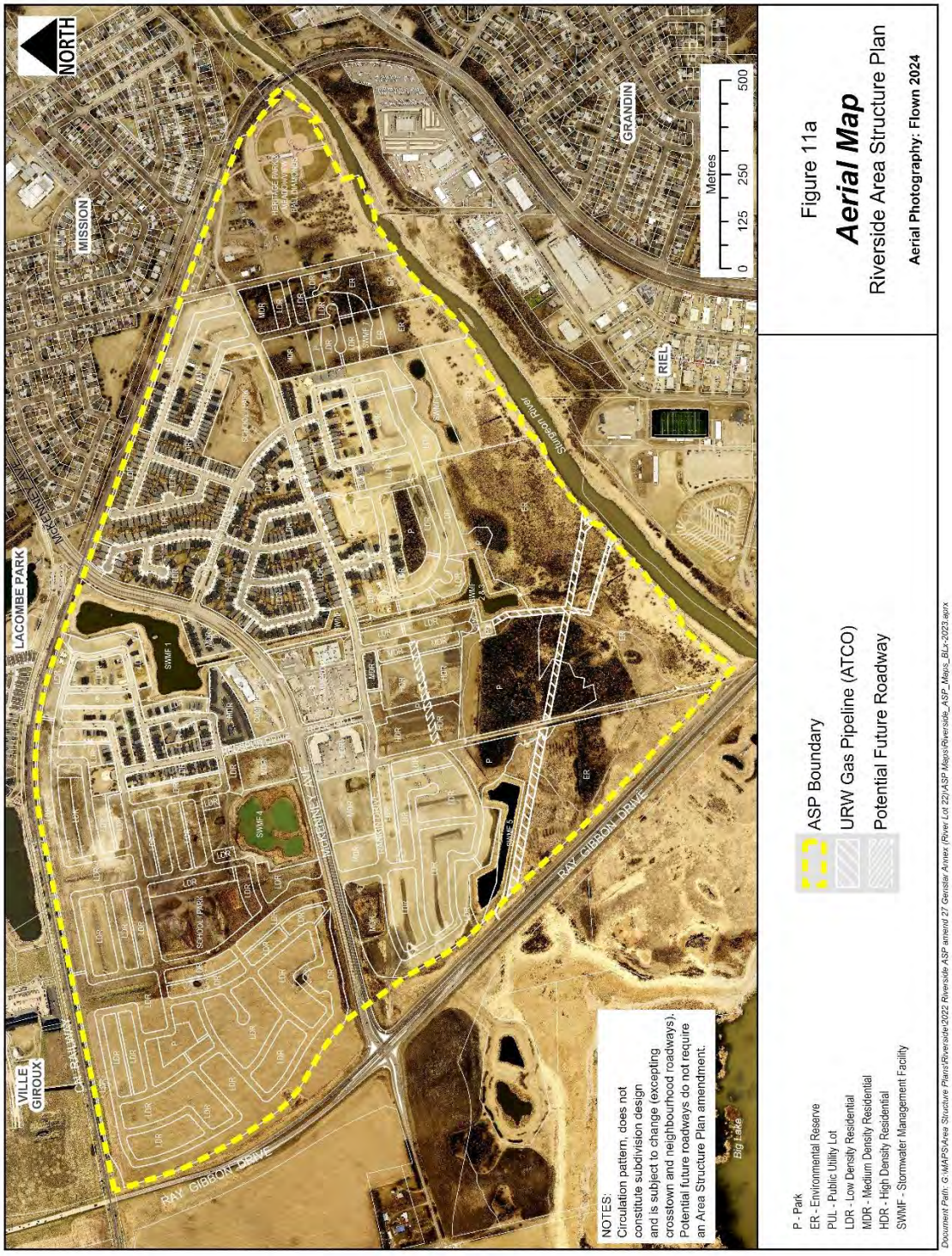

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
MCKENNEY AVE
RAY GIBBON DRIVE
ROSE GATE
RAINBOW DRIVE
RIVERSIDE DRIVE
SCHOOL PARK
COMMERCIAL
MDR
ER
P
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
Sturgeon River
0 125 250 500
Metres
Figure 6
Stormwater Management
Riverside Area Structure Plan
Existing Storm Pipe and Flow Direction
Proposed Storm Pipe
Open Channel Drainage
SWMF Outlet to Sturgeon River / Big Lake
Stormwater Management Facility (SWMF)
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Location and details relating to the proposed Stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
Stormwater management facility sizes to be confirmed at time of detailed design. Stormwater pipe sizes to be determined at time of detailed design.

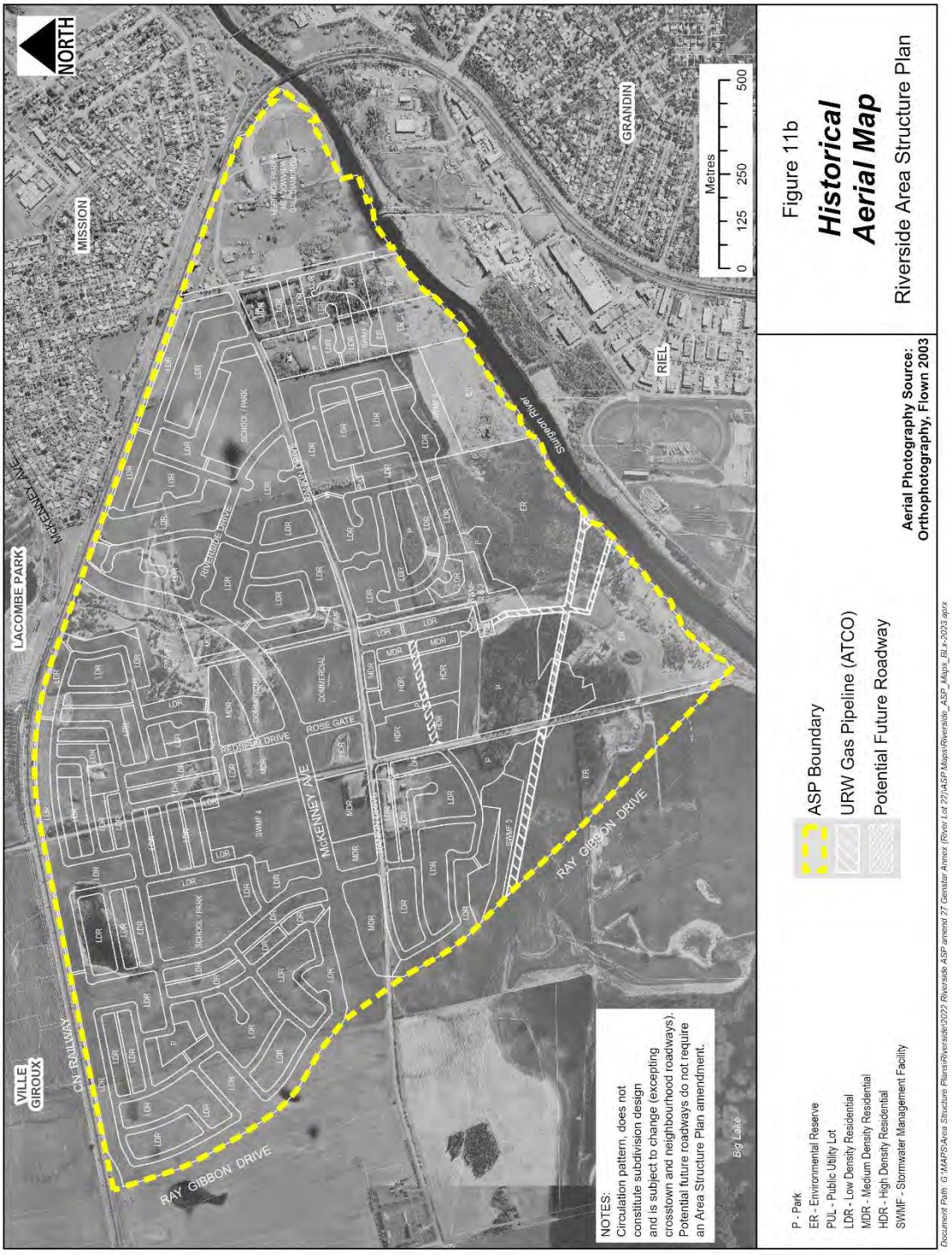

NORTH
Figure 7
Legal Descriptions
Riverside Area Structure Plan
Metres
0
125
250
500
MISSION
GRANDIN
RIEL
LACOMBE PARK
McKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
Sturgeon River
Plan G5
Plan 942 0342
Plan 062 5107
Plan 9201S
Plan 192 3153
Plan 3130KS
Plan ST/ALBER
Plan 5428AW
Plan 162 2332
Plan 822 2288
Plan 102 5668
Plan 212 2035
Plan 232 0861
Plan 192 3163
Plan 122 4845
Plan 212 2033
Plan 222 2383
Plan 112 0942
Plan 162 3664
Plan 222 0150
Plan 222 0152
Plan 182 0319
Plan 152 4808
Plan 192 1679
Plan 212 0072
Plan 212 0198
Plan 152 4950
Plan 6079MC
Plan 242 2068
Plan 232 1888
Plan 242 1552
Plan 222 0191
Plan 212 0249
Plan 212 1813
Plan 212 1819
Plan 222 1233
Plan 222 2383
Plan 232 0078
Plan 212 2956
Plan 212 0352
Plan 212 0198
Plan 212 0249
Plan 212 1813
Plan 212 1819
Plan 222 1233
Plan 222 2383
Plan 232 0078
Plan 202 0126
Plan 212 0072
Plan 212 0352
Plan 212 0198
Plan 212 0249
Plan 212 1813
Plan 212 1819
Plan 212 2033
Plan 182 0717
Plan 192 0740
Plan 192 0742
Plan 192 0746
Plan 192 1679
Plan 192 1800
Plan 192 3153
Plan 192 3163
Plan 152 5187
Plan 152 5301
Plan 162 2254
Plan 162 2332
Plan 162 3664
Plan 172 0228
Plan 182 0319
Plan 182 0713
Plan STALBER
Plan G5
Plan 9201S
Plan 3130KS
Plan 5428AW
Plan 6079MC
Plan 822 2288
Plan 932 1088
Plan 942 0342
Plan 062 5107
Plan 102 5668
Plan 112 0942
Plan 122 4845
Plan 152 4808
Plan 152 4950
Plan 152 4955
Plan 162 2332
Plan 162 3664
Plan 172 0228
Plan 182 0319
Plan 182 0713
Plan 182 0717
Plan 192 0740
Plan 192 0742
Plan 192 0746
Plan 192 1679
Plan 192 1800
Plan 192 3153
Plan 192 3163
Plan 202 0126
Plan 212 0072
Plan 212 0352
Plan 212 0198
Plan 212 0249
Plan 212 1813
Plan 212 1819
Plan 212 2033
Plan 212 2035
Plan 212 2956
Plan 222 0150
Plan 222 0152
Plan 222 0191
Plan 222 1233
Plan 222 2383
Plan 232 0078
Plan 232 0861
Plan 232 1888
Plan 232 2535
Plan 242 0677
Plan 242 1552
Plan 242 2068
ASP Boundary
City Boundary
URW Gas Pipeline (ATCO)
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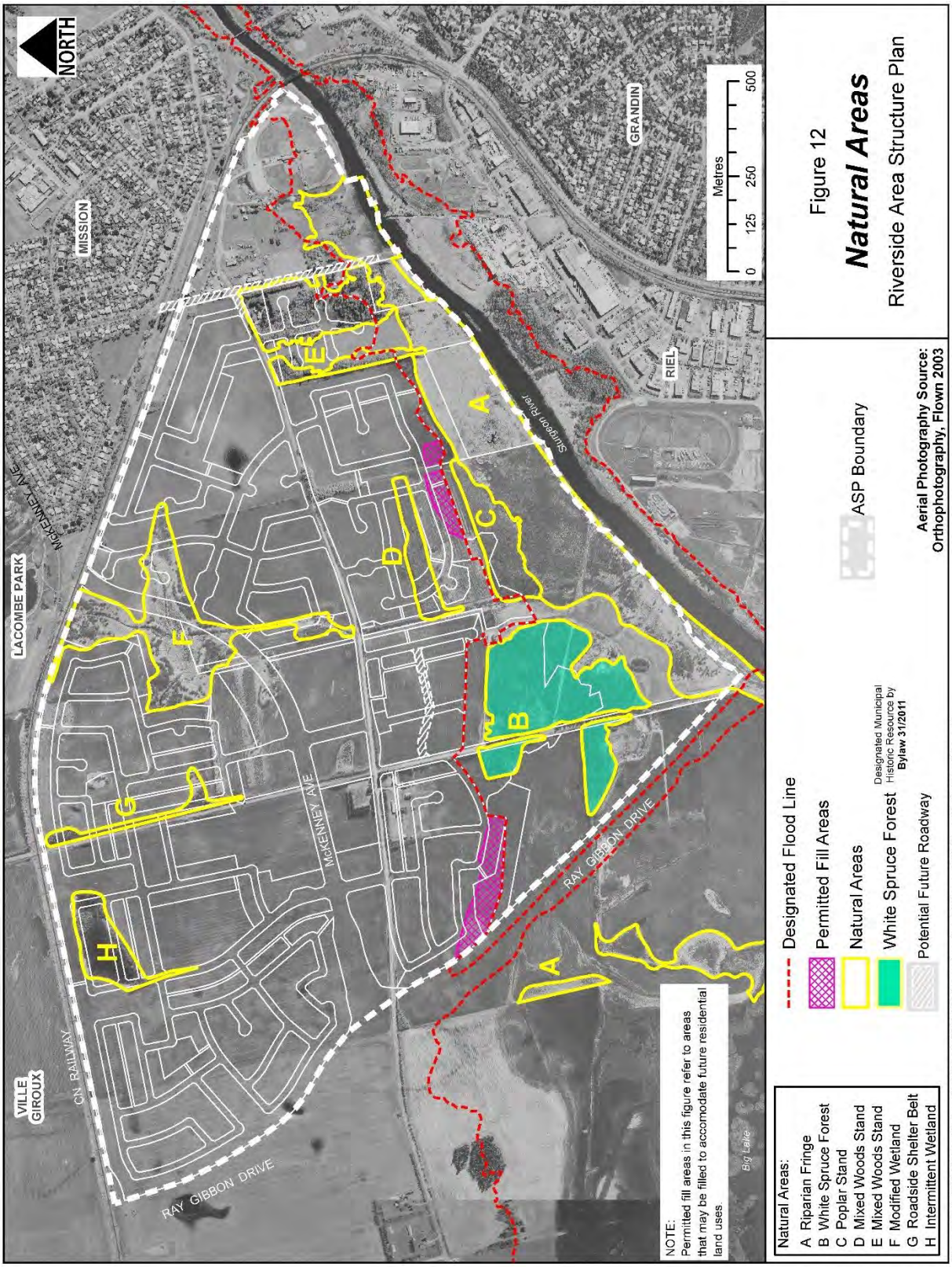

NORTH
LACOMBE PARK
MISSION
GRANDIN
RIEL
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
RIVERSIDE DRIVE
RANKIN DRIVE
ROSE GATE
REDSPUR DRIVE
COMMERCIAL
RED WILLOW PARK
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SCHOOL / PARK
3.89
3.80
0.78
1.12
0.62
7.49
1.72
0.56
0.68
0.38
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
SWMF 6
SWMF 7
SWMF 8
Metres
0
125
250
500
Figure 8
Municipal Reserve
Riverside Area Structure Plan
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Actual parcel sizes for Municipal Reserve to be confirmed at time of subdivision.
Proposed alignment of walkways and trails is subject to change.
Proposed Municipal Reserve
Registered Municipal Reserve
Proposed Environmental Reserve
Registered Environmental Reserve
Current Built-Out Extent (July 2024)
10% Municipal Reserve Owing (Unallocated)
Walkway
Trail
ASP Boundary
Grey Nuns White Spruce Park
White Spruce Forest Historic Resource by Bylaw 31/2011
URW Gas Pipeline (ATCO)
Potential Future Roadway
6.7 ha
14.4 ha
9.25 ha
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
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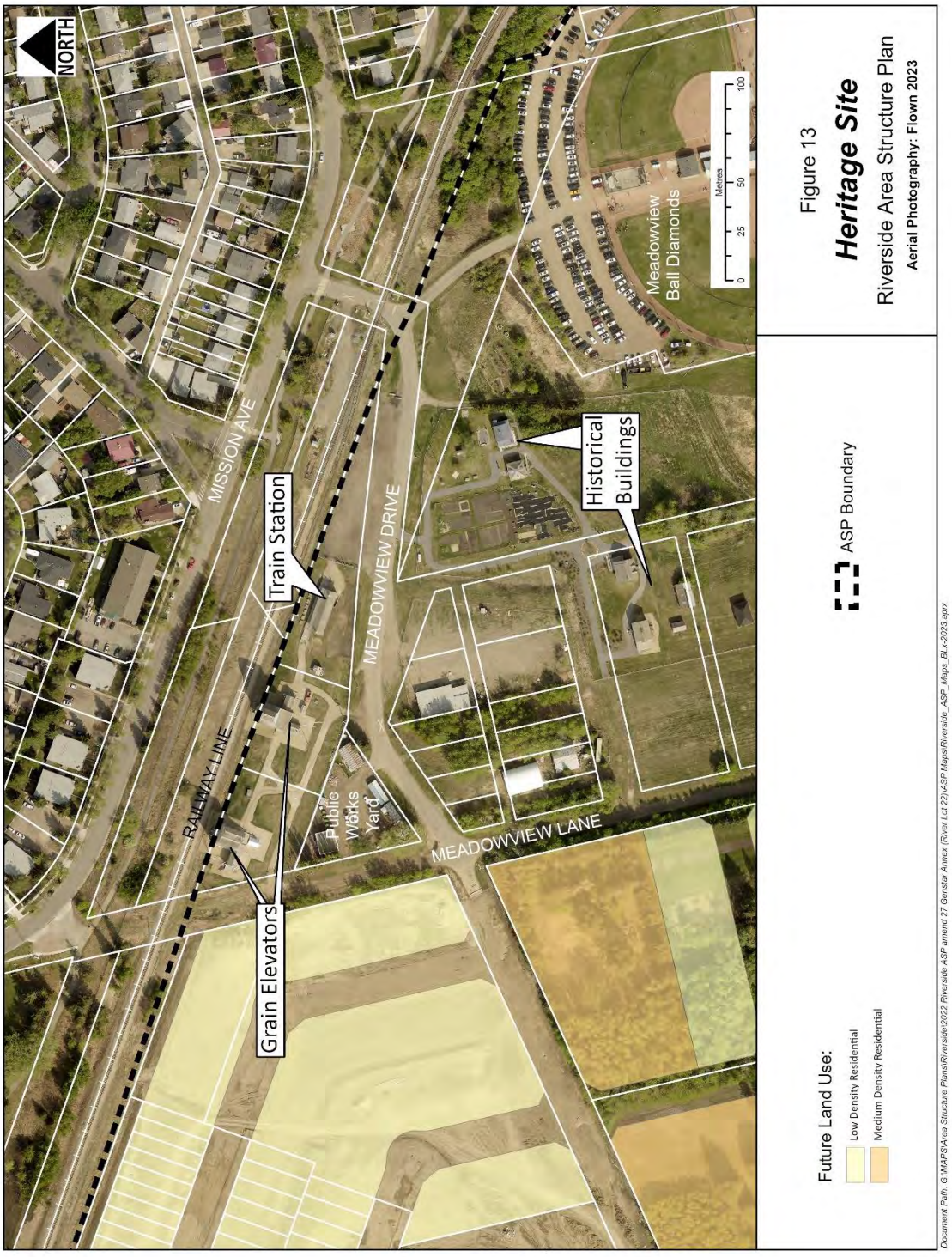

NORTH
MISSION
LACOMBE PARK
MCKENNEY AVE
CN RAILWAY
CN RAILWAY
VILLE GIROUX
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
ROSE GATE
REDSPUR DRIVE
RASPBERRY ROAD
RIVERSIDE DRIVE
REDWING ROAD
RAVEN DRIVE
COMMERCIAL
SCHOOL / PARK
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
SWMF 7
Abandoned Oil Well License# 0002168H
Abandoned Oil Well License# 0002168B
Abandoned Oil Well License# 0037151
ATCO High Pressure Lines (approximate location)
ATCO High Pressure Lines (approximate location)
URW PLAN 122 4846
URW PLAN 192 1801
URW PLAN 932 2278
URW PLAN 932 1088
URW PLAN 4003NY
URW PLAN 982 4446
URW PLAN 782 1350
URW PLAN 192 2732
URW PLAN 792 2012
Metres
0 125 250 500
Figure 9
Constraints
Riverside Area Structure Plan
Oil Well (Abandoned)
ATCO Gate Station Site
ATCO High Pressure Line
Power Transmission Line
Major Utility Right of Way (URW)
Designated Flood Line
ASP Boundary
White Spruce Forest
Designated Municipal Historic Resource by Bylaw 31/2011
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genistar Annex (Rover Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx

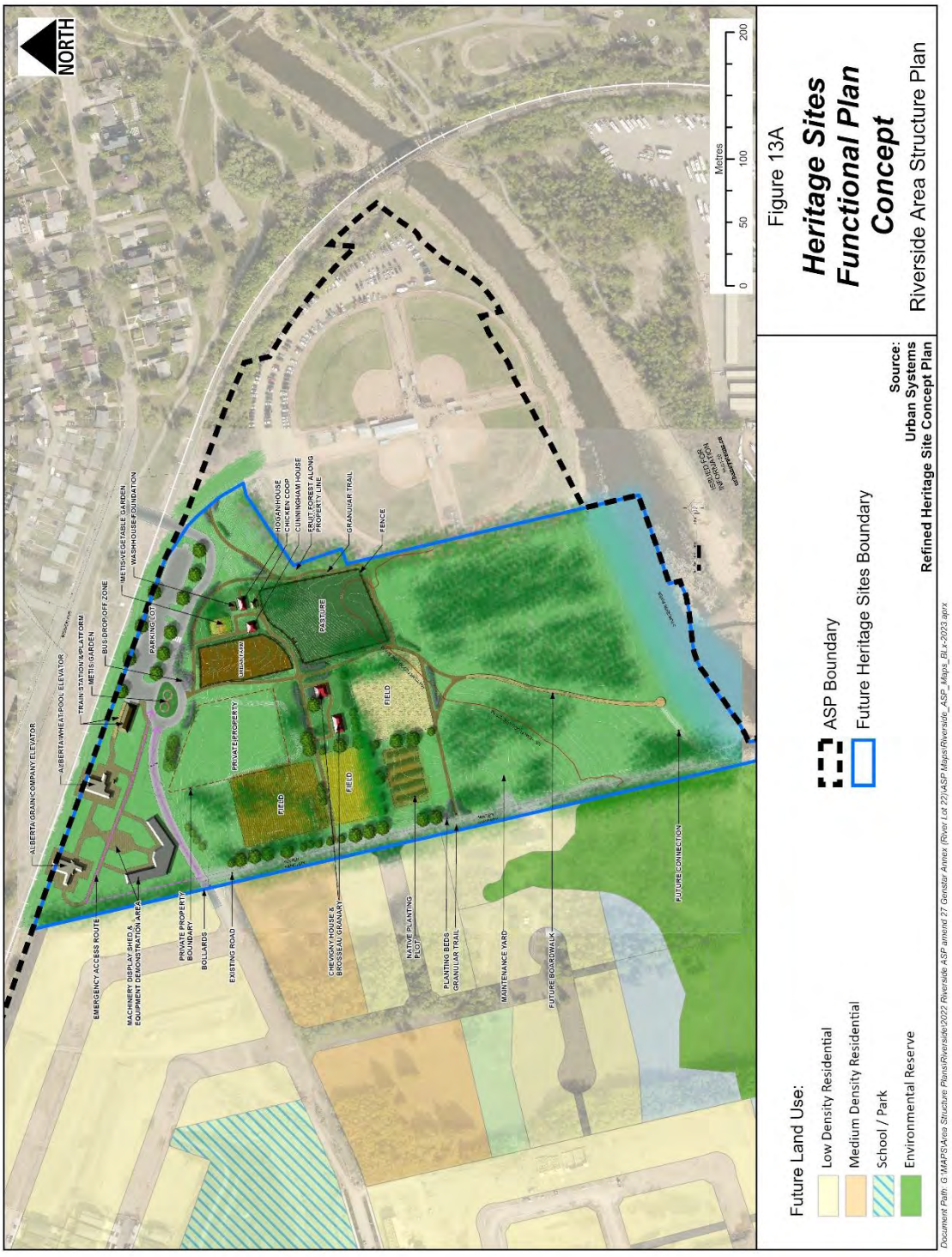

NORTH
MISSION
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RAY GIBBON DRIVE
GRANDIN
RIEL
Sturgeon River
HERITAGE PARK & MEADOWVIEW BALL DIAMONDS
SCHOOL PARK
COMMERCIAL
ROSE GATE
RANKIN DRIVE
A
B
C
D
Big Lake
0 125 250 500
Metres
Figure 10
Staging Plan
Riverside Area Structure Plan
ASP Boundary
URW Gas Pipeline (ATCO)
Subdivision Stages 1 to 40 (Registered)
Proposed Future Order of Development
Potential Future Roadway
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Stage Boundaries are conceptual and subject to change at time of subdivision.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_BLx-2023.aprx

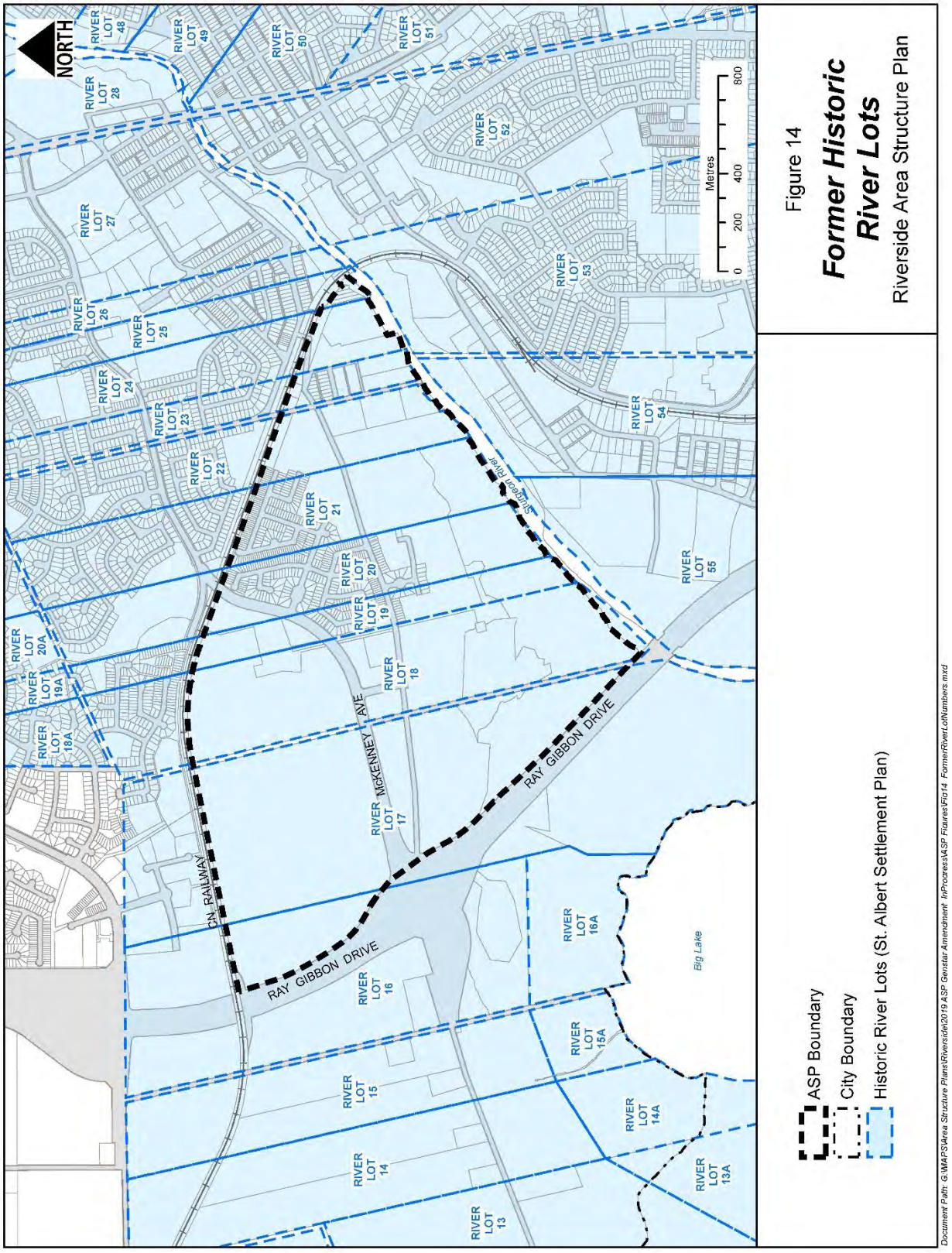

NORTH
LACOMBE PARK
VILLE GIROUX
MISSION
GRANDIN
RIEL
RAV. GIBBON DRIVE
Sturgeon River
Big Lake
SCHOOL / PARK
SWMF 1
SWMF 2
SWMF 3
SWMF 4
SWMF 5
0 125 250 500
Metres
Figure 11a
Aerial Map
Riverside Area Structure Plan
Aerial Photography: Flown 2024
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
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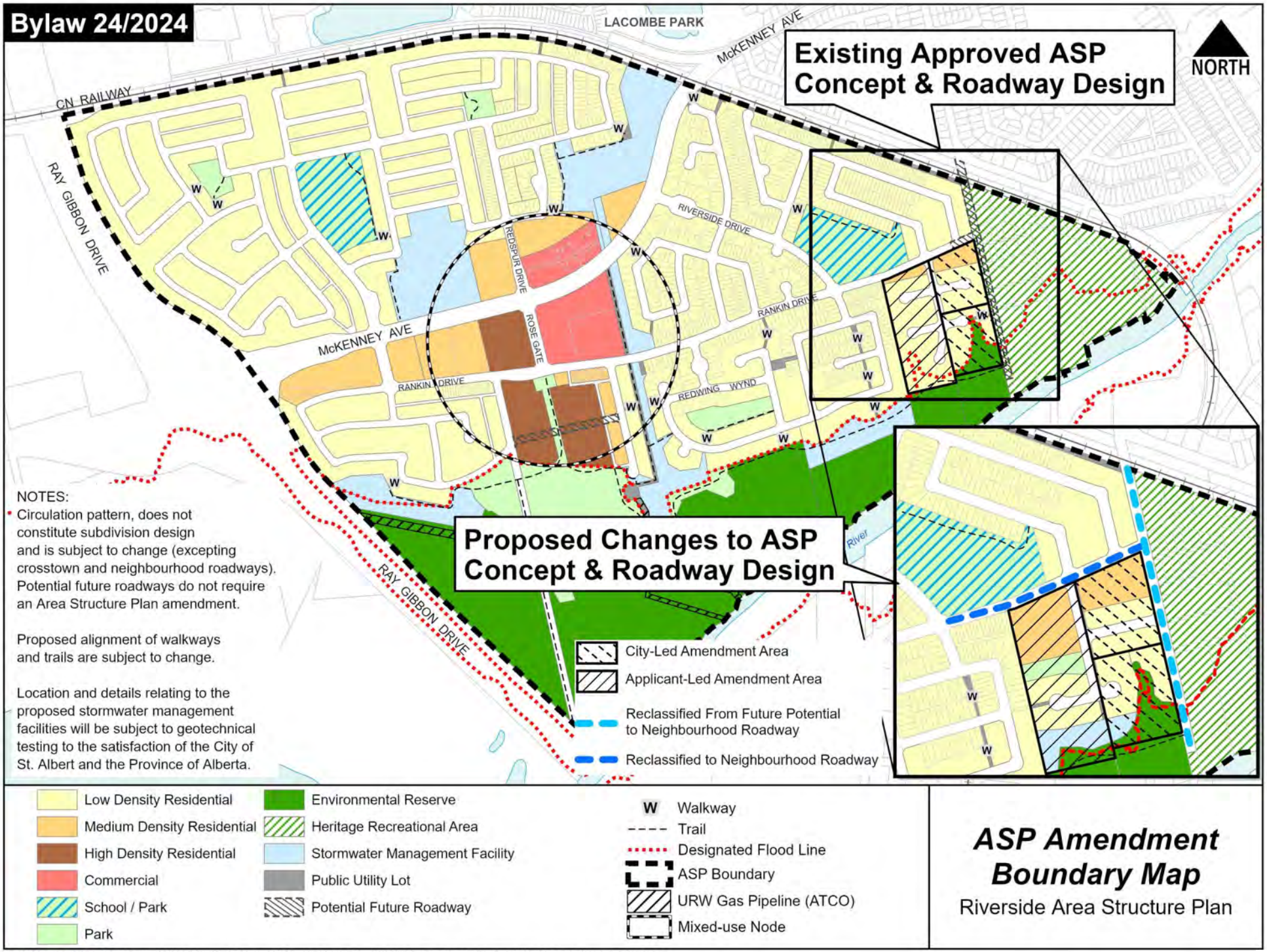

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
VILLE GIROUX
CN RAILWAY
McKENNEY AVE
RIVERSIDE DRIVE
ROSE GATE
RAY GIBBON DRIVE
Sturgeon River
Big Lake
SCHOOL / PARK
COMMERCIAL
SWMF 4
SWMF 5
LDR
MDR
HDR
ER
P
Metres
0 125 250 500
Figure 11b
Historical Aerial Map
Riverside Area Structure Plan
Aerial Photography Source:
Orthophotography, Flown 2003
ASP Boundary
URW Gas Pipeline (ATCO)
Potential Future Roadway
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
P - Park
ER - Environmental Reserve
PUL - Public Utility Lot
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
SWMF - Stormwater Management Facility
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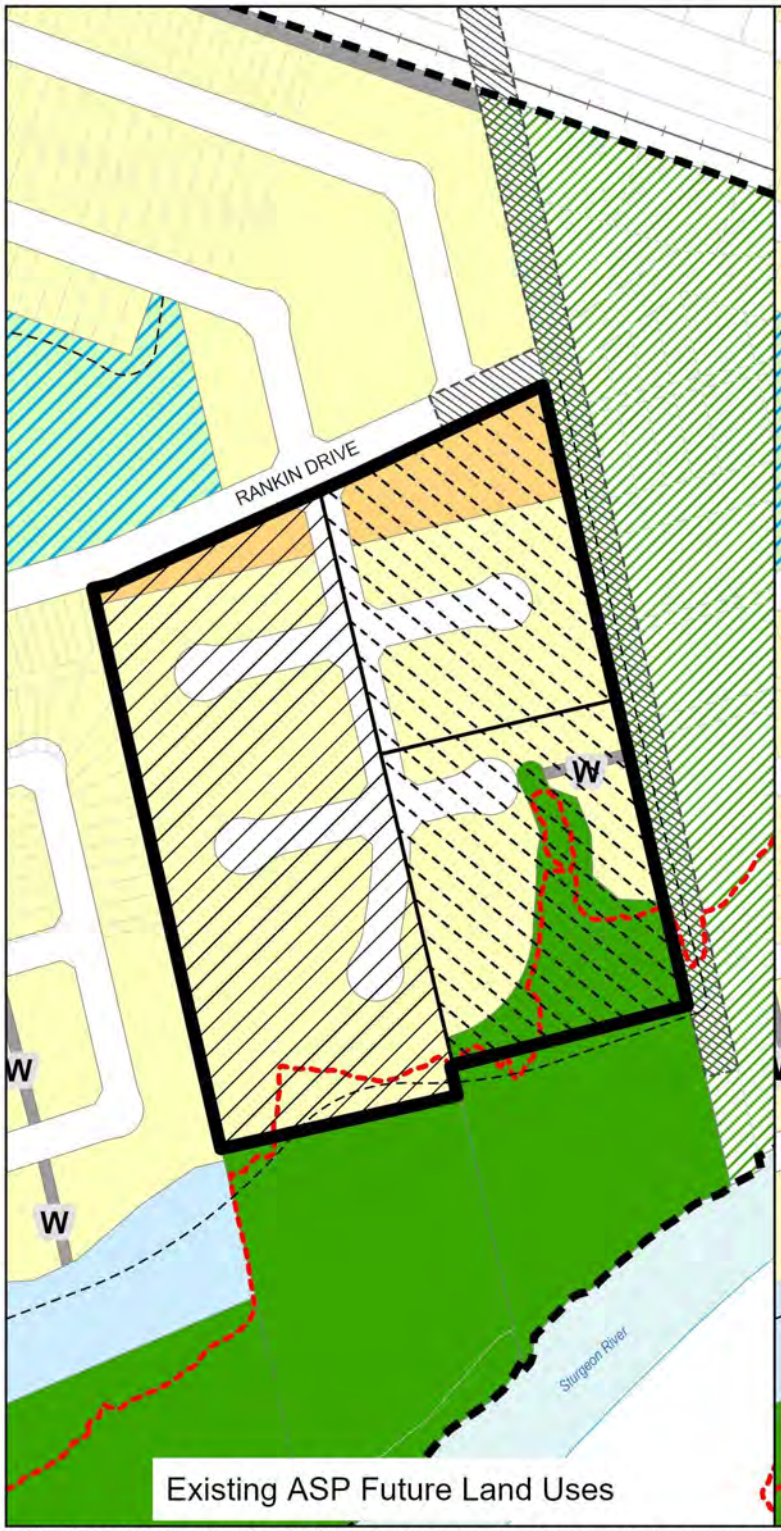

NORTH
MISSION
GRANDIN
RIEL
LACOMBE PARK
McKENNEY AVE
VILLE GIROUX
CN RAILWAY
RAY GIBBON DRIVE
Sturgeon River
Big Lake
A
B
C
D
E
F
G
H
Metres
0 125 250 500
Figure 12
Natural Areas
Riverside Area Structure Plan
Designated Flood Line
Permitted Fill Areas
Natural Areas
White Spruce Forest
Potential Future Roadway
ASP Boundary
Designated Municipal Historic Resource by Bylaw 31/2011
Aerial Photography Source: Orthophotography, Flown 2003
Natural Areas:
A Riparian Fringe
B White Spruce Forest
C Poplar Stand
D Mixed Woods Stand
E Mixed Woods Stand
F Modified Wetland
G Roadside Shelter Belt
H Intermittent Wetland
NOTE:
Permitted fill areas in this figure refer to areas that may be filled to accomodate future residential land uses.
Document Path: G:\MAPS\Area Structure Plans\Riverside\2019 ASP Genstar Amendment_InProgress\ASP Figures\Fig12_NaturalAreas.mxd

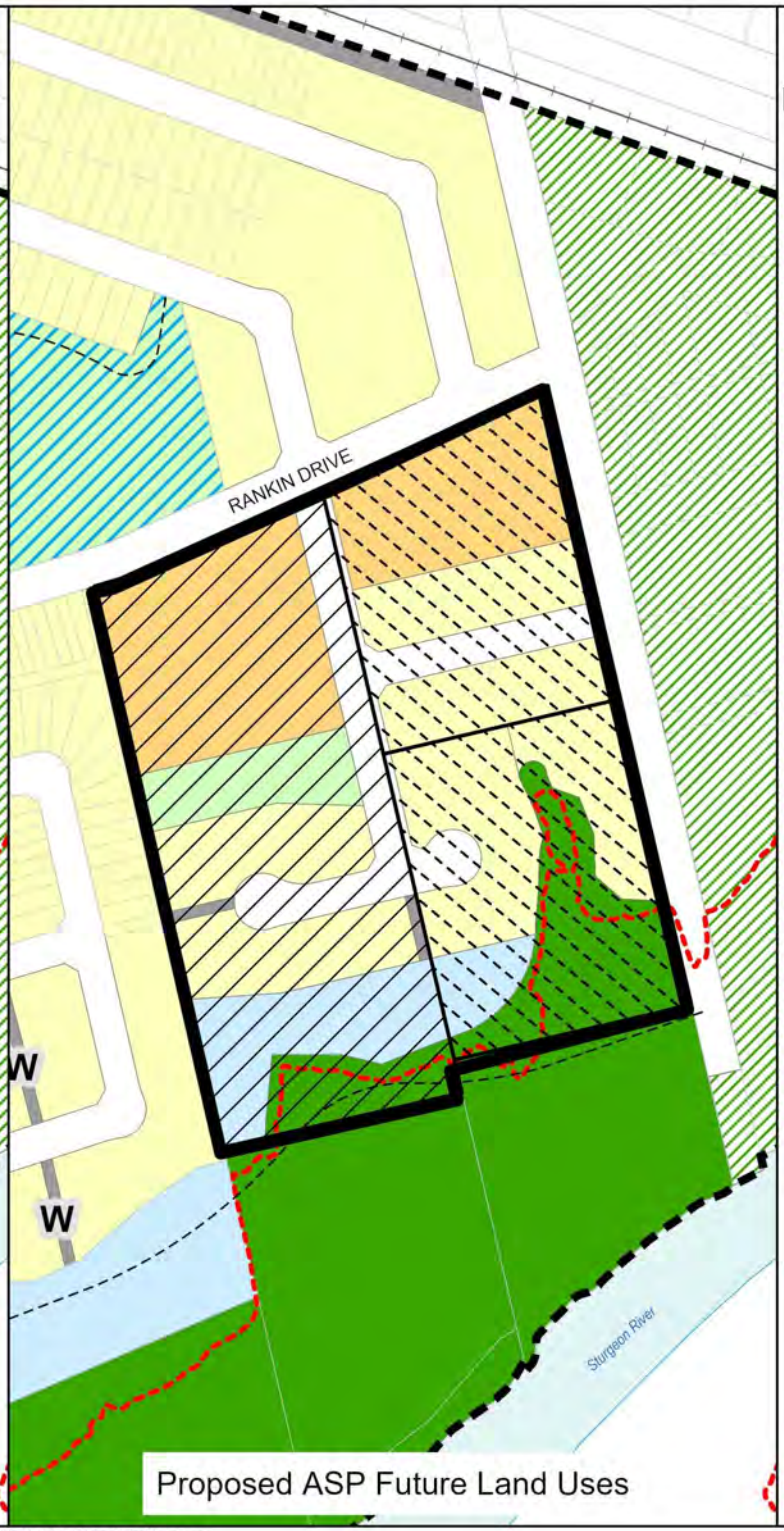

NORTH
MISSION AVE
Train Station
MEADOWVIEW DRIVE
Historical Buildings
Meadowview Ball Diamonds
Metres
0
25
50
100
RAILWAY LINE
Public Works Yard
MEADOWVIEW LANE
Grain Elevators
ASP Boundary
Future Land Use:
Low Density Residential
Medium Density Residential
Figure 13
Heritage Site
Riverside Area Structure Plan
Aerial Photography: Flown 2023
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_RLx-2023.aprx


NORTH
Metres
0
50
100
200
ALBERTA GRAIN COMPANY ELEVATOR
ALBERTA/WHEAT POOL ELEVATOR
TRAIN STATION/APLATFORM
METIS GARDEN
BUS DROP-OFF ZONE
METIS VEGETABLE GARDEN
WASHHOUSE FOUNDATION
PARKING LOT
HOGAN HOUSE
CHICKEN COOP
CUNNINGHAM HOUSE
FRUIT FOREST ALONG PROPERTY LINE
GRANULAR TRAIL
FENCE
PASTURE
FIELD
FIELD
FIELD
PRIVATE PROPERTY
ENERGENCY ACCESS ROUTE
MACHINERY DISPLAY SHED & EQUIPMENT DEMONSTRATION AREA
PRIVATE PROPERTY BOUNDARY
BOLLARDS
EXISTING ROAD
CHEVIGNY HOUSE & BROSSEAU GRANARY
NATIVE PLANTING PLOT
PLANTING BEDS
GRANULAR TRAIL
MAINTENANCE YARD
FUTURE BOARDWALK
FUTURE CONNECTION
Figure 13A
Heritage Sites Functional Plan Concept
Riverside Area Structure Plan
ASP Boundary
Future Heritage Sites Boundary
Source:
Urban Systems
Refined Heritage Site Concept Plan
Future Land Use:
Low Density Residential
Medium Density Residential
School / Park
Environmental Reserve
Document Path: G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\ASP Maps\Riverside_ASP_Maps_RLx-2023.aprx


NORTH
RIVER LOT 48
RIVER LOT 49
RIVER LOT 50
RIVER LOT 51
RIVER LOT 52
RIVER LOT 53
RIVER LOT 54
RIVER LOT 55
RIVER LOT 28
RIVER LOT 27
RIVER LOT 26
RIVER LOT 25
RIVER LOT 24
RIVER LOT 23
RIVER LOT 22
RIVER LOT 21
RIVER LOT 20
RIVER LOT 19
RIVER LOT 18
RIVER LOT 20A
RIVER LOT 19A
RIVER LOT 18A
RIVER LOT 17
RIVER LOT 16
RIVER LOT 16A
RIVER LOT 15
RIVER LOT 15A
RIVER LOT 14
RIVER LOT 14A
RIVER LOT 13
RIVER LOT 13A
McKENNEY AVE
RAY GIBBON DRIVE
RAY GIBBON DRIVE
CN RAILWAY
Sturgeon River
Big Lake
0
200
400
800
Metres
Figure 14
Former Historic River Lots
Riverside Area Structure Plan
ASP Boundary
City Boundary
Historic River Lots (St. Albert Settlement Plan)
Document Path: G:\MAPS\Area Structure Plans\Riverside\2019 ASP Genstar Amendment\InProcess\ASP Figures\Fig14 FormerRiverLotNumbers.mxd


Bylaw 24/2024
LACOMBE PARK
McKENNEY AVE
CN RAILWAY
RAY GIBBON DRIVE
Existing Approved ASP Concept & Roadway Design
NORTH
RIVERSIDE DRIVE
REDSPUR DRIVE
ROSE GATE
RANKIN DRIVE
REDWING WYND
Proposed Changes to ASP Concept & Roadway Design
River
NOTES:
Circulation pattern, does not constitute subdivision design and is subject to change (excepting crosstown and neighbourhood roadways). Potential future roadways do not require an Area Structure Plan amendment.
Proposed alignment of walkways and trails are subject to change.
Location and details relating to the proposed stormwater management facilities will be subject to geotechnical testing to the satisfaction of the City of St. Albert and the Province of Alberta.
City-Led Amendment Area
Applicant-Led Amendment Area
Reclassified From Future Potential to Neighbourhood Roadway
Reclassified to Neighbourhood Roadway
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
School / Park
Park
Environmental Reserve
Heritage Recreational Area
Stormwater Management Facility
Public Utility Lot
Potential Future Roadway
W Walkway
Trail
Designated Flood Line
ASP Boundary
URW Gas Pipeline (ATCO)
Mixed-use Node
ASP Amendment Boundary Map
Riverside Area Structure Plan
G:\MAPS\Area Structure Plans\Riverside\2022 Riverside ASP amend 27 Genstar Annex (River Lot 22)\Circulation Maps\Riverside_2023_ASP-LUB_CirculationMaps.aprx





Existing and Approved Riverside Area Structure Plan Future Land Uses

Bylaw 24 Amendment Area

- ASP Amendment Boundary
- City-Led Amendment Area
- Applicant-Led Amendment Area

- W Walkway
- Trail
- Designated Flood Line
- ASP Boundary
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- School / Park
- Park
- Environmental Reserve
- Heritage Recreational Area
- Stormwater Management Facility
- Public Utility Lot
- Potential Future Roadway

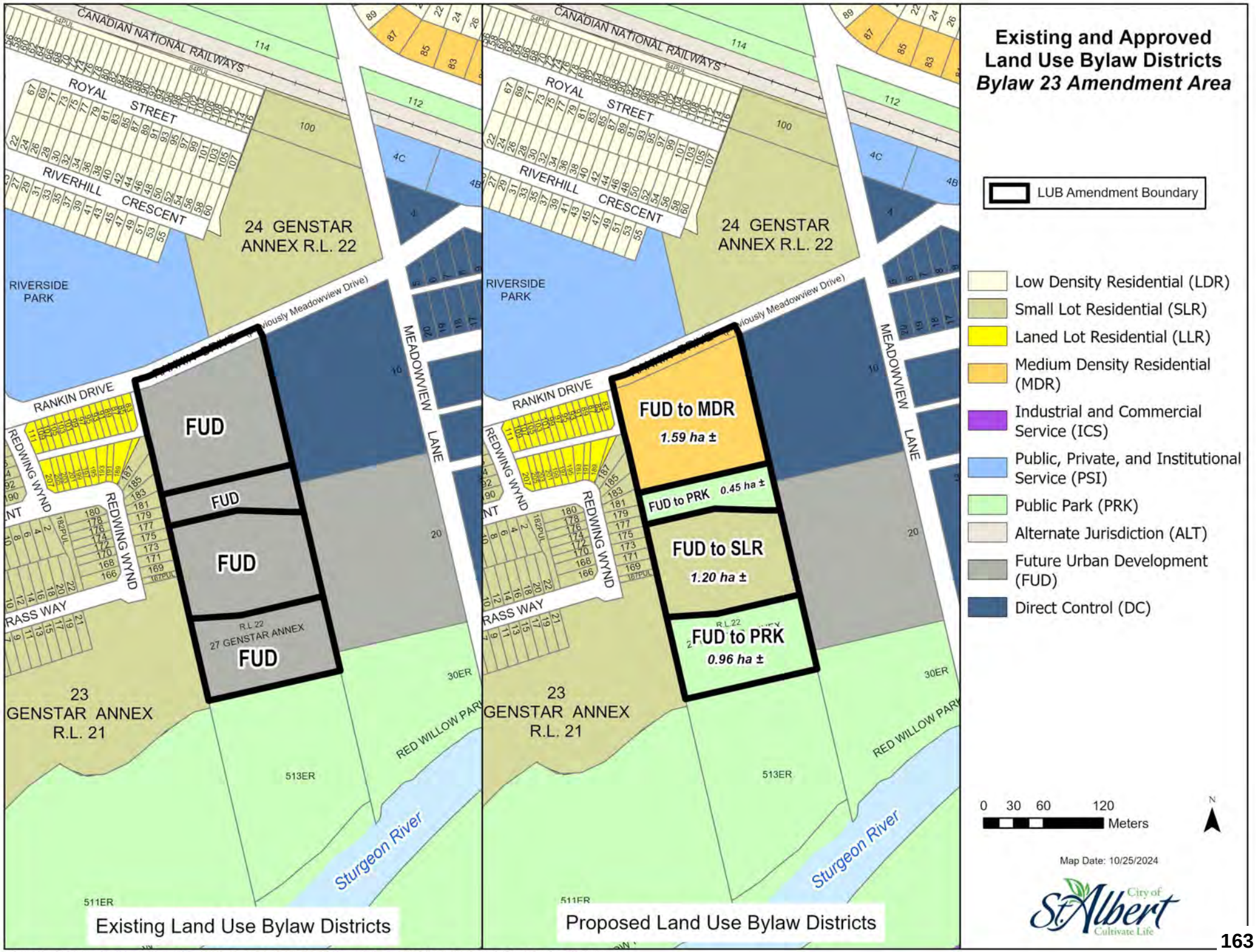
0 30 60 120 Meters

N

Map Date: 10/25/2024

City of St. Albert Cultivate Life

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ADDITONAL PUBLIC CONSULTATION SUMMARY

Proposed Riverside Area Structure Plan (ASP) Amendment and Redistricting -LA Ventures

Initial public consultation for this project included an open house, that was held in October 2022, with minimal feedback from residents that was summarized in a previous public consultation summary report. As there were delays in the project, the ASP amendment and redistricting did not move forward to Council at that time. After additional feedback from City administration to address the Municipal Reserve requirements, the proposed plan was updated to include a park space and adjust the remaining developable area, which resulted in a larger Medium Density site. As per the request of City administration, additional consultation with nearby residents was pursued to inform residents of changes. A letter was mailed to nearby residents on May 29, 2024 to 17 nearby aresidents as per the list provided by City administration and residents were asked to provide feedback within a two week timeline. Residents shared the letter with other residents within the Riverside neighbourhood and approximately 27 residents provided comments by email, with two phone calls received. Each email was responsed to with City administration also included on the response. Below is a summary of the comments received from the mailout.

TOPIC	WHAT WE HEARD	RESPONSE / RESULTING ACTIONS
Apartment buildings/ increase of Medium density housing	Residents provided feedback that they oppose apartment buildings being built and prefer the low density/ single family building form that builders indicated would be built in this area. Additionally, some residents indicated that they would prefer a townhouse option. Residents indicated that there is already a good balance of medium density housing within the neighbourhood and additional medium density would not be needed.	The proposed zoning of a poriton of the land (MDR) allows both apartment and townhouse options. A detailed site plan has not been submitted and it is unknown at this time which option would be pursued. The previously approved ASP also had a MDR site, however upon further review the size would not support either MDR housing option and was redesigned to allow the potential for future MDR development.
Approved Plan	Feedback was provided that residents prefer the approved plan versus the proposed plan provided in the mailout.	The approved plan required updating as the MDR site is not developable, the floodline has changed, a stormwater management facility is required for drainage and City administration has required 10% MR be dedicated for this land area.
Congestion &, Traffic, & Parking concerns	Comments were brought up that apartment buildings would bring congestion and increased traffic and parking concerns to the area. Additionally, some residents provided comments that medium density next to schools would increase traffic and impact student safety.	Because of the addition of a storm pond and MR, it is anticipated that will be similar population and traffic as originally planned for the land area and supported through technical analysis. Providing Medium Density sites next to schools is a typical planning practice, locating future residents next to neighbourhood amenities.
Neighbourhood Experience	Comments were made that apartment buildings would decrease the neighbourhood experience. Specifically	To help minimize any impact on the current neighbourhood experience, an updated concept is proposed utilizing MR as buffer and a transition between

	impacting the charm of the neighbourhood, impacting the scenic views of grain elevator, parks and trees, creating less of a small community feel, decreasing the quiet of the neighbourhood and providing unsightly buildings.	the currently built homes and new homes, retaining current trees where possible. If apartment buildings or townhouses were to be built, the appropriate zoning would need to be followed with maximum heights in place which are on par with the approximate height of trees on the site currently. This allows for similar views of the grain elevators as presently available.
Property Value	Comments were received that development would result in a decrease in value of the property.	The impact on the value of the properties due to an Medium Density development is not yet determined, with the potential that the increase in housing choice will increase the neighbourhood appeal and value of homes in the long term. The trends for property values has been to increase over time.
Theft/Crime	Comment was provided that apartment buildings would increase theft/bring increased crime to the area.	The site may be developed as apartments or townhouses and would bring additional people to monitor the area.
Greenspace/ Ecological balance/Wildlife	A comment was made that St. Albert is a botanical City and the land should be designated as park space only. Additionally, it was stated that the project would interfere with wildlife in the area and that placing medium density housing near greenspaces poses a threat to the ecological balance of the area. Comments were made that green space behind homes was an attraction to build in chosen location.	The land is private land that is not contemplated by the City to be utilized as park space only. The ecological balance of the neighbourhood was assessed during the initial planning for the area, with this area planned for residential development. An additional greenspace is planned from the original ASP which will enhance the wildlife and ecological balance for the area and improve the neighbourhood experience.
Servicing/amenity concerns	Comments were made that there isn't enough infrastructure / amenities to support medium density housing.	Technical support has been provided that shows that appropriate servicing can be provided for the proposed land uses.
Grain elevators	Some residents were concerned that the project would involve the removal of the historic grain elevators.	The project has no impact to the current historic grain elevators and this information was provided in an email response to the concerned resident.

Public consultation comments received by Administration

The following is a summary of comments received from members of the public in response to the resident notification letter mailed out by Administration to residents within a 100-metre radius of the subject property on June 19, 2024. Five members of the public provided written comments to Administration through Council and the Chief Administrative Officer. These comments are thematically summarized and the corresponding response from Administration is provided.

Topic	What we heard	Response
Apartment building/increase in medium density site	Residents were opposed to the enlarged medium density site and opposed to the apartment-building format on the proposed medium density site.	The existing medium density site does not allow sufficient lot depth to build medium density-built forms such as townhouses or apartment buildings. This site has been enlarged in shape and size to enable townhouses and apartment buildings to be built.
Approved plan	Residents were opposed to plan amendments and would like the approved plan to stay in place.	It is common practice for Area Structure Plans(ASP) to be amended and updated over the course of the build-out of the ASP. In this case, the approved medium density site on the subject lands was not feasible for development. The subject site had to be updated with the required 10% municipal reserve dedication (park), stormwater management facility, water and sewer service to enable development. The flood line was also updated to reflect additional environmental reserve dedication.
Mail-out letters to residents	Residents questioned why they had not received a letter in the mail informing them of the proposal.	The City's public consultation process required a letter to be mailed out to residents within a 100-metres radius of the subject property. This mailing list is generated

Topic	What we heard	Response
		based on the most to date Land Titles feed. Following this process, 18 properties were mailed a letter informing them of the proposed ASP and LUB amendments.
Increased traffic/congestion	Residents raised concerns that the apartment building would bring increased congestion and traffic to the area.	Including the proposed ASP amendments on the subject site, the overall density of the Riverside neighbourhood stayed the same as the approved ASP. This will result in similar level of traffic volume as anticipated in the approved ASP.
Property value	Residents noted in their comments that the proposed medium density development would result in a decrease in value of their property.	The impact to property values is not determined at this time.